TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

MEETING MATERIALS

December 23, 2008

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

Caltrans

BAY AREA TOLL AUTHORITY

STATE OF CALIFORNIA
CALIFORNIA TRANSPORTATION COMMISSION

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Letter of Transmittal

TO: Toll Bridge Program Oversight Committee (TBPOC)

DATE: December 16, 2008

FR: Program Management Team (PMT)

RE: TBPOC Meeting Materials Packet – December 23, 2008

Herewith is the TBPOC Meeting Materials Packet for the December 23rd meeting. The packet includes memoranda and reports that will be presented at the meeting. A Table of Contents is provided following the Agenda to help locate specific topics.

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

Final Agenda

TBPOC MEETING
December 23, 2008, 10:00 am – 1:00 pm
Mission Bay Office, 325 Burma Road, Conference Room 1906, Oakland

	Topic	Presenter	Time	Desired Outcome
1.	**CHAIR'S REPORT**	W. Kempton, CT	5 min	Information
2.	**CONSENT CALENDAR**			
	a. November 6, 2008 Meeting Minutes*	A. Fremier, BATA	1 min	Approval
	b. November 14, 2008 Conference Call Minutes*	A. Fremier, BATA	1 min	Approval
	c. 2009 TBPOC Meeting Calendar*	A. Fremier, BATA	1 min	Approval
3.	**PROGRESS REPORTS**			
	a. Final November 2008 Monthly Progress Report***	A. Fremier, BATA	1 min	Information
	b. Draft December 2008 Monthly Progress Report***	A. Fremier, BATA	1 min	Information
	c. FHWA 2008 Annual Update to the Financial Plan*	P. Lee, BATA	5 min	Approval
4.	**PROGRAM ISSUES**			
	a. TY Lin Insurance Update	T. Anziano, CT	10 min	Information
	b. Education Program Partnership Update*	B. Ney, CT	10 min	Approval
	c. Pier 7 Lease Extension with City of Oakland*	T. Anziano, CT	10 min	Approval
	d. Small Business Participation Program	P. Pendergast	10 min	Information
5.	**SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES**			
	a. Self-Anchored Suspension (SAS) Superstructure			
	1) TBPOC/ABF Mitigation and Acceleration Update*	A. Fremier, BATA	30 min	Information
	2) Contract Change Order 17, S3 – Electronic Document Management System*	T. Anziano, CT	5 min	Approval
	b. Yerba Buena Island Detour (YBID)			
	1) Update	T. Anziano, CT	15 min	Information
	2) Contract Change Orders:	T. Anziano, CT	10 min	Approval
	• Contract Change Order 116-1 – Skid Beam Design Modification & Shipping Costs*			
	• Contract Change Order 164 – Temp Crane Trestle*			
	• Contract Change Order 166 – Skid Bent/Beam Fabrication Incentive*			
	• Contract Change Order 169 – Skid Bent & Beam Jobsite Transportation Costs*			
	c. Yerba Buena Island Transition Structures (YBITS) No. 1			
	1) Update (matrix)*	T. Anziano, CT	10 min	Information
	2) Addendum #2*	T. Anziano, CT	10 min	Approval
	d. Oakland Touchdown (OTD) No. 1			
	1) Update	T. Anziano, CT	10 min	Information
	2) Contract Change Order 75 – Time Resolution for Integrated Shop Drawing Development*	T. Anziano, CT	5 min	Approval
	e. Gateway Park Area			
	1) Update*	S. Maller, CTC	15 min	Information

Topic	Presenter	Time	Desired Outcome
6. OTHER BUSINESS a. 2009 Issues	J. Barna, CTC	15 min	Information
Next TBPOC Meeting: January 20, 2008, 10:00 am - 1:00 pm **MTC/BATA Offices, 101 Eighth Street, Oakland, CA**			

*Attachments
**Final documents still in process; to be provided as soon as available
***Stand-alone document included in the binder

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Table of Contents

TBPOC MEETING
December 23, 2008

*Attachments
**Final documents still in process; to be provided as soon as available
***Stand-alone document included in the binder

ITEM 1: CHAIR'S REPORT

No Attachments

ITEM 2: CONSENT CALENDAR

a. November 6, 2008 Meeting Minutes

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 2a

Item- Consent Calendar
November 6, 2008 Meeting Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the November 6, 2008 Meeting Minutes.
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Attachment(s):
November 6, 2008 Meeting Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

MEETING MINUTES
November 6, 2008, 10:00 AM – 1:00 PM
Caltrans Headquarter, Director's Conference Room,
1120 N Street, Sacramento

Attendees: TBPOC Members: Will Kempton, Steve Heminger, and John Barna
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Barbara Ando (LHS), Ali Banani, Scott Buckley (JV), Michele DiFrancia, Al Ely (JV), Dennis Jang (JV) Beatriz Lacson, Rick Land, Peter Lee, Brian Maroney, Bart Ney, Bob Nichol (JV), Dina Noel, Mo Pazooki, Tony Peterson (JV), Alvaro Piedrahita (JV), Tim Rellaford, Bijan Sartipi, Pete Siegenthaler, Ken Terpstra, Chris Traina, Patrick Treacy, and Jason Weinstein

LHS: Lawrence Hall of Science
JV: TY Lin / Moffatt & Nichols Joint Venture

Convened: 1:35 PM

Items	Action
1. CHAIR'S REPORT The Chair apologized for the change in meeting venue and time that was prompted by a conflicting State fiscal crisis meeting, and then gave some pertinent highlights of that meeting: • There is a proposal to accelerate the bond appropriation for the transit program by $350M, for a total of $1.1B by the end of the calendar year. This will be accompanied by spending controls and restrictions. • For the most part, Proposition 42 funds have not been touched, although $200M of the Public Transit Account will be accessed. • A letter from the Governor stating the dire situation of the State budget ($11B in the red for FY '08/'09) is imminent.	
2. LAWRENCE HALL OF SCIENCE a. Educational Program Partnership	

Items	Action
• The Public Information Officer (PIO) introduced the LHS representative who presented a proposal for a multi-faceted, public education and outreach initiative designed to communicate essential aspects of the seismic retrofit of the San Francisco-Oakland Bay Bridge (SFOBB) to K-12 students. o The proposal includes developing SFOBB-specific educational material for inclusion in classroom workshops, internships, museum exhibit, and online interactive. o The PIO noted that this partnership with the Lawrence Hall of Science was developed by the Educational Outreach Subcommittee as a key element of the 2008-2009 SFOBB Educational Outreach Pilot Program, recommended by the Communication Partnership Team (CPT) and supported by the PMT. • The TBPOC was requested to approve the use of funds in the amount of $200,000 and proceeding with this item as a Pilot Program. • The TBPOC requested the PIO to come back in a month with a revised proposal covering the changes discussed and shown in the Action column.	• The TBPOC moved to **defer approval** of this agenda item pending receipt of a revised proposal incorporating the following: o a statement of how the funds will be used, i.e., what are we trying to achieve for $200,000; o a performance metric – view the proposal in the context of the larger picture; and o deletion of the "Bay Bridge Engineer Comic Book" from the Technology Interactive section. o The TBPOC also requested the PMT to come back with an overall plan and budget for the education and outreach program.

Items	Action
	o The TBPOC also recommended the team to consider a formalized sister bridge relationship with the Sutong Bridge in China.
3. CONSENT CALENDAR BATA presented the following for TBPOC approval: a. October 1, 2008 TBPOC Meeting Minutes b. New Benicia-Martinez Bridge Contract Closeout • The Department has negotiated a final settlement in the amount of $1.9 million. o Sufficient funds have been budgeted for the settlement.	• The TBPOC **APPROVED** the following items, as presented: o October 1, 2008 TBPOC Meeting Minutes; o The New Toll Plaza Administration Building Contract final settlement in the amount of $1.9 million.
4. PROGRESS REPORTS a. BATA presented the Draft Third Quarter Report, September 2008 and requested that: • the TBPOC grant the PMT authority to approve the report after appropriate reviews and final comments are received; • the TBPOC approve the reported forecast shown on Appendix A1, A2, and B; o It was noted that Appendix A1 figures are not consistent with those in Appendix A2 (Project Contingency is in A1 and not in A2); and, • the TBPOC approve the Risk Management Program section of the report handed out at the meeting. o It was noted that the amounts on Figure 1. Potential Draw on Program Contingency did not match with the quarterly report's Table 2 on page 5 of 48.	• The TBPOC made the following decisions: o Granted the PMT authority to **APPROVE** the Draft Third Quarter Report, September 2008 with the following change: ➢ add a footnote to Table 2 on page 5 of 48 corresponding to the Cost Forecast* column indicating that "We are managing against the Current Approved Budget" and acknowledge this in the forecast. o **APPROVED** the Risk Management section of the report with appropriate language to be developed by staff for TBPOC review by conference call or e-mail, no later than Monday, November 10. o Asked the PMT to maintain the current forecast.

Items	Action
	• The TBPOC requested that its members be included in the list to receive the quarterly Risk Management reports.
b. BATA noted that the PMT approved the September 2008 Monthly Progress Report, through delegated TBPOC authority, on October 1, 2008.	• The TBPOC confirmed **APPROVAL** of the September 2008 Monthly Progress Report, through delegated authority to the PMT.
c. The Department presented, for TBPOC approval, the Supplement to the 2007 Annual Update to the Financial Plan of the East Span of the San Francisco-Oakland Bay Bridge Seismic Safety Project, as requested by the Federal Highway Administration (FHWA).	• The TBPOC **APPROVED** the Supplement to the 2007 Annual Update, as presented. • The Chair to write a letter to FHWA Administrator Tom Madison requesting the FHWA to accept existing Toll Bridge quarterly reporting to meet FHWA reporting requirements.
5. DUMBARTON / ANTIOCH BRIDGES a. Retrofit Strategy and Cost Estimates • The Department and BATA provided an update covering the seismic retrofit strategies, corresponding cost estimates for construction, and baseline schedule. o When queried, the Department assured the TBPOC that the team is cognizant of and has a handle on the environmental concerns (seismic, flood risks) better than the resource agencies (who are aware of the team's efforts). • The PMT and PIO to work on a communication strategy, prior to the BATA Commission meeting on Dec 17, 2008. • The Department and BATA recommended that the agencies work to amend the current law to include the retrofit of the	• The PMT and PIO to work on a communication strategy (develop an agreed-upon message before release on a recommended date) before the December TBPOC meeting. o BATA and the Department to draft the agenda item for a

Items	Action
Dumbarton and Antioch Bridges in the current Toll Bridge Seismic Retrofit Program (TBSRP). • The Chair complimented the team present at the meeting and thanked the members for rendering a tremendous service to the State and BATA. o The team's efforts have been recognized in a recent National Award for the value engineering of the geotechnical work.	TBPOC conference call prior to the next meeting. • Staff to incorporate in the next quarterly report (Fourth Quarter Report, December 2008) a note indicating that the TBPOC supports the recommendation to the Legislature to include the Dumbarton and Antioch Bridges in the TBSRP.
6. PROGRAM ISSUES a. TBSRP Capital Outlay Support (COS) Update • Per the TBPOC request to provide a quarterly update on COS, the Department and BATA provided the following update. o Overall, COS expenditures are in line with the target, however, there are a few exceptions. o While A/E consultant staffing expenses are trending above target, State staffing expenses are trending below target. o There are COS risks that will continue to put pressure on the COS budget, e.g. TY Lin's YBI Detour work assisting Stinger with shop drawings and fit-for-purpose evaluations. o $ 3.2 million of fiscal year 2008/09 was needed to close out fiscal year 2007/08 expenses, and is included in current 2008/09 COS estimates. • It was noted that this expenditure analysis method is helpful in identifying pressure points...	• TBPOC directed the PMT to provide this information at regular intervals, and indicate where tradeoffs may need to happen in order to stay within the approved budget authority.
7. SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES a. Self-Anchored Suspension (SAS) Superstructure	

Items	Action
1) SAS Acceleration Strategy Update • BATA distributed, for information and discussion, a three-page handout on Summary Schedule Comparison, 11/2008, SAS Fabrication, and Breakdown of OBG Segment (as of October 31, 2008) showing the interdependencies among the SAS, YBID, YBITS 1 and OTD 1 contracts, presented as the Baseline Current Approved Schedule, Opportunity Schedule, ABF 10/2008 Update Schedule and CCM Contractor Projected Corridor Schedule without Mitigation, and Near-Term Mitigation Schedule. o It was noted that the Program needs a global strategy: ➢ To qualify and quantify how incremental improvements relate to the schedule. ➢ To ascertain where opportunities for acceleration exist and concentrate in making them a reality. ➢ To engage the prime contractor into reaching a mutual resolution to time related items, shop space, work in progress, etc. • The Department noted that the acceleration strategy is a separate issue from the green-tagging procedure which: o is one step in the overall strategy to accelerate the fabrication work (not a claim-based issue); and, o should be detached from the global resolution of issues (discussed at the July 2008 TBPOC/ABF meeting).	

Items	Action
2) Green-Tagging Procedure/Contract Change Order (CCO) • The Department presented, for TBPOC approval, CCO 77, in the amount of $8,646,633 to cover the green-tagging procedure for fabricated assemblies over a 12-month period. • It was noted that green-tagging is currently being implemented as authorized by the Department onsite. o The process is a result of the Contractor's effort to manage quality control (QC) and provides a benefit to the quality assurance (QA) process, as well.	• The TBPOC **APPROVED** CCO 77 with the following modifications/conditions: 1. A limited $4 million is to cover estimated costs for the six-month period through February 2009. 2. The PMT to discuss and work toward contractual resolution of the major fabrication constraints and initiate partnering sessions with the TBPOC and Contractor as soon as possible. 3. Staff to work within the framework of a realistic and aggressive schedule, i.e., the Opportunity Schedule. 4. Achieve a fabrication target of 150 deck panels by the end of November 2008. The deck panels should correlate with the work that is currently underway in the OBG work bays. 5. Develop a pathway-to-success plan for OBG 1 and 2 for submittal to the TBPOC at the December meeting.
3) Mechanical Electrical Plumbing (MEP) Update	• The TBPOC **APPROVED** the MEP Implementation Proposal at a cost not to exceed $34,200,000.
4) TY Lin Insurance Update • After introductions, the principals of TY Lin and Moffat & Nichol, the companies comprising the design joint venture (JV), gave an overview of	

Items	Action
the Project Insurance Continuation Program covering: the current professional liability policy, the JV's concerns, the need for project-specific insurance, rationale for the coverage, resolution, and the cost for the continuation policy. • In response to TBPOC questions, the JV offered the following: o Putting together a continuation program is a time-consuming process. Purchasing the policy prior to the due date freezes the premium which is likely to be higher if purchased later. It is currently a volatile market with a lot of unknowns, and missing this current deadline does not guarantee availability or ease of purchase. o A $50 million policy allows the JV to fulfill its cost obligations with their subcontractors. o The 70-30 split in cost as opposed to the original 80-20 enables the JV to cover the greater number of subs that are expected to be covered by the policy. o Other insurers were considered, but the proposed insurer (Swiss) was the least expensive with triggers. Comparatively, the previous insurer's (Lexington) premium was double. • The TBPOC thanked and excused the JV team, noting that a decision would be forthcoming after due deliberation, and discussed the issue further. o The TBPOC felt that a counter	• The TBPOC **deferred**

Items	Action
proposal might be appropriate; that there must be some way to assess what amount of coverage is suitable ($15M or $50M, or in between); and, revisit the original 80-20 split, recognizing the JV's liability concerns. • The Department reported that ZPMC is scheduled to meet with the Mayor of San Francisco next week. b. Yerba Buena Island Detour (YBID) 1) Update • The Department reported that activity on the contract is going well. • A concrete pour is scheduled this weekend for W2. 2) Contract Change Orders (CCO's) • The Department presented for TBPOC approval the following CCO's: o CCO 112, S3, in the amount of $3 million, for the procurement of raw steel for the East Tie-In. o CCO 129, in the amount of $14,712,500, for the erection of the steel skid bent and beam of the East Tie-In structure. ➢ It was suggested that staff give this one last look but leave the amount as is. o CCO 149, in the amount of $1,600,000, for the furnishing of the lead core and pot bearings for the East Tie-In structure. • An urgent CCO to accelerate the	**approval** of this item. o Staff to communicate the TBPOC's concerns to the JV and provide the TBPOC options on the levels of insurance, premium, split of cost, and liability coverage. • The TBPOC (in the absence of the Chair, who was called out of the meeting) **APPROVED** CCO 112, S3 ($3,000,000), CCO 129 ($14,712,500) and CCO 149 (1,600,000), as presented. • Staff to resolve the Labor Day date for the East Tie-In Roll-Out/Roll-In with CCM in January '09. • The TBPOC **APPROVED** the

Items	Action
fabrication of the East Tie-In tower legs, in the amount not to exceed $3,000,000, was presented verbally for TBPOC approval.	CCO (undesignated number) in an amount not to exceed $3,000,000, for acceleration of the East Tie-In, with supporting documents to be presented at next week's TBPOC conference call.
• Another CCO for the crane runway pile driving was introduced verbally at the meeting. Approval subject to conference call next week. • The Department also indicated a final CCO for the West Approach will be brought forward shortly.	• Schedule a TBPOC conference call next week to approve CCO's for the YBID and West Approach projects.
c. Yerba Buena Island Transition Structure (YBITS) No. 1 • Not discussed.	
d. Oakland Touchdown No. 1 • Not discussed.	
8 OTHER BUSINESS • N/A	

Adjourned: 5:45 PM

MEETING MINUTES
November 6, 2008, 10:00 AM – 1:00 PM
Caltrans Headquarter, Director's Conference Room,
1120 N Street, Sacramento

APPROVED BY:

_____ _____
WILL KEMPTON, Director Date
California Department of Transportation

_____ _____
JOHN F. BARNA, Jr., Executive Director Date
California Transportation Commission

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

ITEM 2: CONSENT CALENDAR

b. November 14, 2008 Conference Call Minutes

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 2b

Item- Consent Calendar
November 14, 2008 Conference Call Minutes

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The Program Management Team has reviewed and requests TBPOC approval of the November 14, 2008 Conference Call Minutes.
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Attachment(s):
November 14, 2008 Conference Call Minutes

TOLL BRIDGE PROGRAM
OVERSIGHT COMMITTEE

CALTRANS BAY AREA TOLL AUTHORITY CALIFORNIA TRANSPORTATION COMMISSION

CONFERENCE CALL MINUTES
November 14, 2008, 4:00 PM – 4:30 PM

Attendees: TBPOC Members: Will Kempton, Steve Heminger and John Barna
PMT Members: Tony Anziano, Andrew Fremier, and Stephen Maller
Participants: Michele DiFrancia, Beatriz Lacson, Dina Noel, Bijan Sartipi, Ken Terpstra, and Jason Weinstein

Convened: 4:05 PM

Items	Action
1. Yerba Buena Island Detour (YBID) Contract Change Orders (CCO's) • The Department presented for TBPOC approval the following CCO's: o CCO 141 - in the amount of $13,200,000 to cover the construction of the YBID West Tie-In (WTI) Phase 2 superstructure, the jacking and stressing involved in transferring the adjacent existing structure's load onto the WTI Phase 2 structure, and the removal of existing columns that will allow for traffic to move onto the Temporary Bypass Structure portion of the YBID in the future. o CCO 164 – authorization to proceed in the amount of $3,000,000 for the construction of a temporary crane trestle to facilitate the erection of the YBID East Tie-In steel truss, which will mitigate corridor schedule risk, constructability risks and access conflict with the City of San Francisco and the SAS project. ➢ The language for this CCO is still being finalized. ➢ Compliance with the permitting agencies' request to complete all pile driving activities by	• The TBPOC **APPROVED** CCO 141 ($13,200,000) and granted authority to proceed with CCO 164 ($3,000,000), as presented.

Items	Action
December 1, 2008 requires start of work immediately, while negotiations for an agreed lump sum cost continue. • The Department indicated that two more big CCO's and seven small ones will wrap up this contract.	
2. West Approach Budget Increase • The Department requested TBPOC approval of $17 million in additional funds to close out the project, which would cover risks carried in the project forecast, global time resolution change order, and extra work required for project closeout. o A timing issue necessitates this request to ensure no delay in the scheduled January 2009 closeout. o The amount covers CCO's that will be presented to the TBPOC for approval at a later date. o The $17 million will come out of contingency which will be replenished by proceeds from the Right-of-Way (ROW) sale. ➢ The Department is working with Accounting to ensure that the mechanism is in place when the sale happens and the proceeds are allocated accordingly. ➢ Given the current market, the decision on a date to negotiate the ROW sale will be brought back to the TBPOC.	• The TBPOC **APPROVED** the request for a $17 million budget increase, as presented.
3. OTHER BUSINESS • The Chair reported, for information, that: o Amtrak President and CEO Alex Kummant has resigned. o The Chair received a call from Zurich International, holder of ABF's performance bond, to inquire as to	

Items	Action
how ABF is doing on the SAS project. ➢ This is a standard follow-up on a large scale project by the guarantor of the prime contractor. ➢ The Chair indicated he gave a general, positive response to the inquiry. • Dumbarton/Antioch Bridges o The BATA Executive Director will be meeting with rating agencies in New York as discussed at the November 6 TBPOC meeting. o The Chair and CTC Executive Director were invited to attend the December 17 MTC meeting at which the funding of the bridges' retrofit will be discussed. ➢ This will be an opportunity to hold a TBPOC working session to strategize on communications to key members of the legislature and the press. ➢ The Department's Mark DeSio will take the PR lead on this matter, in collaboration with BATA's Randy Rentschler, and possibly PIO Bart Ney. • Partnering Session with ABF o The Department indicated that ABF is available to meet with the TBPOC on December 10 or 11. ➢ CTC meetings coincide with these dates. ➢ BATA's A. Fremier will represent S. Heminger at this meeting in his absence.	• The Department to arrange a December 12 TBPOC session with ABF.

Adjourned: 4:22 PM

CONFERENCE CALL MINUTES
November 14, 2008, 4:00 PM – 4:30 PM

APPROVED BY:

_____ _____
WILL KEMPTON, Director Date
California Department of Transportation

_____ _____
JOHN F. BARNA, Jr., Executive Director Date
California Transportation Commission

_____ _____
STEVE HEMINGER, Executive Director Date
Bay Area Toll Authority

ITEM 2: CONSENT CALENDAR

c. 2009 TBPOC Meeting Calendar

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 2c

Item- Consent Calendar
2009 TBPOC Meeting Calendar

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The PMT requests approval of the attached 2009 TBPOC Meeting Calendar, which has been revised to include the following confirmed meeting dates/times:

- TBPOC Meeting: January 20, 2009
  Time: 10:00 AM – 1:00 PM
  Venue: MTC/BATA Offices, Oakland

- TBPOC Meeting: F ebruary 4, 2009
  Time: 10:00 AM – 4:00 PM
  Visioning Conference: 10:00 AM – 1:00 PM
  TBPOC Meeting: 1:00 PM – 4:00 PM
  Venue: Mission Bay Office

Attachment:
2009 TBPOC Meeting Calendar (as of December 23, 2008)

2009 TBPOC Meeting Calendar
(as of December 23, 2008)

Revised 12/23/08

Jan-09

MON	TUE	WED	THU	FRI
			HOLIDAY 1	2
PMT 5	6	CTC 7	CTC 8	9
PMT 12	13	BATA OC 14	15	16
HOLIDAY 19	TBPOC Bay 20	21	22	23
PMT 26	27	MTC 28	29	30

1 - New Years Day Observed
19 - M L King Jr's Birthday

Feb-09

MON	TUE	WED	THU	FRI
2	3	Vis Conf TBPOC Bay 4	5	6
PMT 9	4 Final 10	4 Leg BATA OC 11	HOLIDAY 12	13
Holiday 16	PMT 17	CTC 18	CTC 19	20
PMT 23	24	MTC 25	26	27
PMT 29	26	27	28	29

12 - Lincoln's Birthday
16 - Washington's Birthday

Mar-09

MON	TUE	WED	THU	FRI
PMT 2	3	4	Leg Up TBPOC Sac 5	6
PMT 9	10	BATA OC CTC 11	CTC 12	13
PMT 16	17	18	19	20
PMT 23	24	MTC 25	26	27
PMT 30	HOLIDAY 31			

31 - Cesar Chavez's Birthday

Apr-09

MON	TUE	WED	THU	FRI
		1	TBPOC CHN 2	3
PMT 6	7	BATA OC CTC 8	CTC 9	10
PMT 13	14	15	16	17
PMT 20	21	MTC 22	23	24
PMT 27	28	29	30	

May-09

MON	TUE	WED	THU	FRI
				1
PMT 4	5	6	TBPOC Bay 7	1 Final 8
1 Leg PMT 11	12	BATA OC CTC 13	CTC 14	15
PMT 18	19	20	21	22
HOLIDAY 25	PMT 26	MTC 27	28	29

25 - Memorial Day

Jun-09

MON	TUE	WED	THU	FRI
PMT 1	2	3	TBPOC Sac 4	5
PMT 8	9	BATA OC CTC 10	CTC 11	12
PMT 15	16	17	18	19
PMT 22	23	MTC 24	25	26
PMT 29	30			

Jul-09

MON	TUE	WED	THU	FRI
		1	TBPOC Bay 2	HOLIDAY 3
PMT 6	7	BATA OC CTC 8	CTC 9	10
PMT 13	14	15	16	17
PMT 20	21	MTC 22	23	24
PMT 27	28	29	30	31

3 - Day before Independence Day

Aug-09

MON	TUE	WED	THU	FRI
PMT 3	4	5	TBPOC Bay 6	7
PMT 11	2 Final 11	2 Leg CTC 12	CTC 13	14
PMT 17	18	19	20	21
PMT 24	25	26	27	28
PMT 31				

Sep-09

MON	TUE	WED	THU	FRI
	1	2	TBPOC Sac 3	4
HOLIDAY 7	PMT 8	BATA OC CTC 9	CTC 10	11
PMT 14	15	16	17	18
PMT 21	22	MTC 23	24	25
PMT 28	29	30		

7 - Labor Day

Oct-09

MON	TUE	WED	THU	FRI
			TBPOC CHN 1	2
PMT 5	6	CTC 7	CTC 8	9
HOLIDAY 12	PMT 13	BATA OC 14	15	16
PMT 19	20	21	22	23
PMT 26	27	MTC 28	29	30

12 - Columbus Day

Nov-09

MON	TUE	WED	THU	FRI
PMT 2	3	4	TBPOC Bay 5	6
PMT 9	3 Final 10	3 Leg HOLIDAY 11	12	13
PMT 16	17	BATA OC CTC 18	CTC 19	20
PMT 23	24	MTC 25	HOLIDAY 26	HOLIDAY 27
PMT 30				

11 - Veteran's Day
26, 27 - Thanksgiving Day and day after

Dec-09

MON	TUE	WED	THU	FRI
	1	2	TBPOC Sac 3	4
PMT 7	8	BATA OC CTC 9	CTC 10	11
PMT 14	15	MTC 16	17	18
PMT 21	22	23	24	HOLIDAY 25
PMT 28	29	30	31	

25 - Christmas Day observed

	Qtrly Rept Schedule
Final	TBPOC Final Comments
Leg	Issue to Legislature

PMT Meetings in Oakland, 1:00 PM - 2:30 PM
TBPOC Meetings in Sacramento, 1:00 PM - 4:00 PM
TBPOC Mtgs in Bay Area, 10AM - 1PM (except Feb 4, 10AM - 4PM, incl Visioning Conf)

ITEM 3: PROGRESS REPORTS

a. Final November 2008 Monthly Progress Report

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 3a

Item- Progress Reports
Final November 2008 Monthly Progress Report

Recommendation:
APPROVAL Confirmation

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The PMT approved the final November 2008 Monthly Progress Report through delegated TBPOC authority on December 2, 2008, and requests TBPOC confirmation of this approval.

Attachment(s):
Final November 2008 Monthly Progress Report (see end of binder)

Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
November 2008

URS Hatch Mott MacDonald
Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott MacDonald

Final

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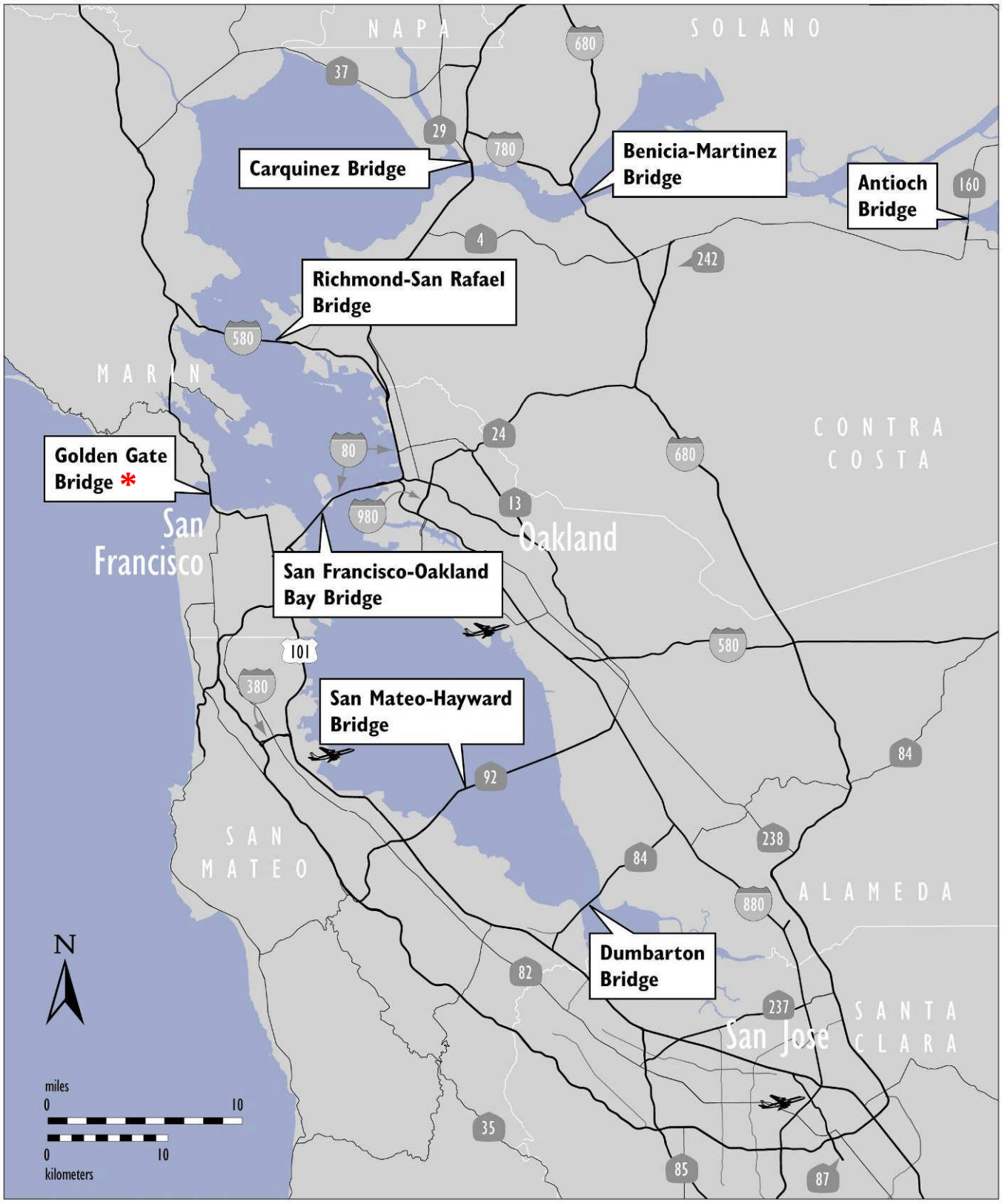
Toll Bridges of the San Francisco Bay Area



* *Under the jurisdiction of the Golden Gate Bridge, Highway and Transportation District*

INTRODUCTION

In July 2005, Assembly Bill 144, (AB 144) Hancock created the Toll Bridge Project Oversight Committee (TBPOC) to implement a project oversight and project control process for the state Toll Bridge Seismic Retrofit Program projects and the Benicia-Martinez Bridge project. The TBPOC comprises the Director of the California Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA) and the Director of the California Transportation Commission (CTC). The TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Construction/Open
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Eastbound Carquinez Bridge Seismic Retrofit	Complete
New Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects, called the Regional Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans will continue to report on their progress as an informational item. The RM1 program includes:

RM1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction/Open
Old Benicia-Martinez Bridge Reconstruction	Construction/Open
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

This report focuses on identifying critical project issues and monitoring project cost and schedule performance for the projects as measured against approved budgets and schedule milestones. This report is intended to fulfill Caltrans' requirement to provide monthly project progress reporting to the TBPOC under Section 30952.05 of the Streets and Highway Code.

EXECUTIVE SUMMARY

Toll Bridge Seismic Retrofit Program—Cost ($ Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/20/05)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
SFOBB East Span Replacement Project								
Capital Outlay Support		959.3	-	959.3	659.9	977.1	17.8	●
Capital Outlay Construction		-	-	-	-	-	-	
Skyway	Complete	1,293.0	(38.9)	1,254.1	1,236.6	1,254.1	-	●
SAS E2/T1 Foundations	Complete	313.5	(32.6)	280.9	275.0	280.9	-	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	554.7	1,767.4	13.7	●
YBI Detour	Design/Const	132.0	310.2	442.2	240.6	461.2	19.0	●
YBI Transition Structures		299.3	(23.2)	276.1	-	276.1	-	●
* YBITS Contract No. 1	Design	-	-	-	-	214.3	-	
* YBITS Contract No. 2	Design	-	-	-	-	58.5	-	
* YBITS Contract No. 3 - Landscape	Design	-	-	-	-	3.3	-	
Oakland Touchdown (OTD)		283.8		283.8	129.3	302.5	18.7	
* OTD Submarine Cable	Complete	-	-	-	7.9	9.6	-	●
* OTD No. 1 (Westbound)	Construction	-	-	-	121.4	226.5	-	●
* OTD No. 2 (Eastbound)	Design	-	-	-	-	62.0	-	●
* OTD Electrical Systems	Design		-		-	4.4		●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Complete	15.0	3.3	18.3	16.6	18.3	-	●
East Span Completed Projects		90.3	-	90.3	89.2	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	39.3	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	
Total SFOBB East Span Replacement Project		**5,486.6**	**215.5**	**5,702.1**	**3,241.9**	**5,730.0**	**27.9**	
SFOBB West Approach Replacement	Construction							●
Capital Outlay Support		120.0	-	120.0	110.9	120.0	-	
Capital Outlay Construction		309.0	24.7	333.7	297.9	350.7	17.0	●
Total SFOBB West Approach Replacement		**429.0**	**24.7**	**453.7**	**408.8**	**470.7**	**17.0**	
Richmond-San Rafael Bridge Retrofit	Complete	-	-	-	-	-		●
Capital Outlay Support		134.0	(7.0)	127.0	126.7	127.0	-	
Capital Outlay Construction & Right-of-Way		780.0	(90.5)	689.5	668.1	689.5	-	
Total Richmond-San Rafael Bridge Retrofit		**914.0**	**(97.5)**	**816.5**	**794.8**	**816.5**	-	
Program Completed Projects	Complete						-	
Capital Outlay Support		219.8	-	219.8	219.4	219.8	-	
Capital Outlay Construction		705.6	-	705.6	699.0	705.6	-	
Total Program Completed Projects		**925.4**	**-**	**925.4**	**918.4**	**925.4**		
Miscellaneous Program Costs		30.0	-	30.0	24.7	30.0	-	
Program Contingency		900.0	(142.7)	757.3	-	712.4	-	
Total Toll Bridge Seismic Retrofit Program		**8,685.0**	**-**	**8,685.0**	**5,388.6**	**8,685.0**	-	
							-	

● *Within Approved Current Schedule and Budget*
● *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*
● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

**Current contract allotment to install two submarine electrical cables is $11.5 million. Additional non-program funding to support this allocation beyond the $9.6 million of available program funds has been made available by the Treasure Island Development Authority.*

Toll Bridge Seismic Retrofit Program—Schedule

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (10/2008)	Project Complete Schedule Forecast (10/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e – d	g	h
SFOBB East Span Replacement Project							
Skyway	Apr 07	8	Dec 07	Dec 07	-	●	See page 10.
SAS E2/T1 Foundations	Jun 08	(3)	Mar 08	Jan 08	(2)	●	
SAS Superstructure	Mar 12	12	Mar 13	Mar 13	-	●	See discussion on page 12.
YBI Detour	Jul 07	36	Jun 10	Jun 10	-	●	See discussion on pages 16.
YBI Transition Structures	Nov 13	12	Nov 14	Nov 14	-	●	
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	Nov 14	-	●	See Note.
• OTD Submarine Cable	n/a	-	Jan 08	Jan 08	-	●	
• OTD Westbound	n/a	-	Jan 10	Jan 10	-	●	
• OTD Eastbound	n/a	-	Nov 14	Nov 14	-	●	
Existing Bridge Demolition	Sep 14	12	Sep 15	Sep 15	-	●	See Note.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Mar 08	-	●	
♦ Open to Traffic Date: Westbound	Sep 11	12	Sep 12	Sep 12	-	●	See Note.
♦ Open to Traffic Date: Eastbound	Sep 12	12	Sep 13	Sep 13	-	●	See Note.
SFOBB West Approach Replacement	Aug 09	-	Aug 09	Jan 09	(7)	●	
♦ Open to Traffic Date: Mainline Realignment	n/a	-	Apr 08	Apr 08	-	●	Opened to traffic April 12, 2008
Richmond-San Rafael Bridge							
• Seismic Retrofit	Aug 05	-	Aug 05	Oct 05	2	●	Seismic retrofit completed July 29, 2005. Formal acceptance of contract October 28, 2005. $89 million has been transferred to Program Contingency.
• Public Access Project	n/a	-	May 07	Sept 07	4	●	See page 33.

Note: Schedules for selected projects and the Open to Traffic dates were extended by 12 months from the AB144/SB66 baseline schedule due to Addenda #5 and #7 on the SAS Superstructure contract.

Regional Measure 1 Program—Cost ($ Millions)

Project	Work Status	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
New Benicia-Martinez Bridge Project	Construction							●
Capital Outlay Support		157.1	35.2	192.3	184.1	192.3	-	-
Capital Outlay Construction		861.6	173.5	1,035.1	973.8	1,035.1	-	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	16.9	20.3	-	-
Project Reserve		20.8	4.0	24.8	-	24.8	-	-
Total New Benicia-Martinez Bridge Project		**1,059.9**	**212.6**	**1,272.5**	**1,174.8**	**1,272.5**	**-**	-
Carquinez Bridge Replacement Project	Complete							●
Capital Outlay Support		124.4	(0.2)	124.2	123.7	123.9	(0.3)	
Capital Outlay Construction		381.2	3.2	384.4	378.8	384.5	0.1	
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-	
Project Reserve		12.1	(3.0)	9.1	-	0.3	(8.8)	
Total Carquinez Bridge Replacement Project		**528.2**	**-**	**528.2**	**512.4**	**519.2**	**(9.0)**	
I-880/SR-92 Interchange Reconstruction	Construction							●
Capital Outlay Support		28.8	26.2	55.0	43.1	55.0	-	-
Capital Outlay Construction		94.8	60.2	155.0	42.9	155.0	-	-
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.6	16.9	-	-
Project Reserve		0.3	17.8	18.1	-	18.1	-	-
Total I-880/SR-92 Interchange Reconstruction		**133.8**	**111.2**	**245.0**	**97.6**	**245.0**	**-**	-
Program Completed Projects	Complete							
Capital Outlay Support		62.0	(5.0)	57.0	57.5	58.8	1.8	-
Capital Outlay Construction		324.4	3.6	328.0	308.0	313.0	(15.0)	-
Capital Outlay Right-of-Way		1.7	-	1.7	0.5	0.8	(0.9)	-
Project Reserve		2.6	1.4	4.0	-	7.1	3.1	-
Total Program Completed Projects		**390.7**	**-**	**390.7**	**366.0**	379.7	**(11.0)**	-
Total Regional Measure 1 Program		**2,112.6**	**323.8**	**2,436.4**	**2,150.8**	**2,416.4**	**(20.0)**	-

● *Within Approved Current Schedule and Budget*

● *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*

● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

Notes: Details may not sum to totals due to rounding effects.

Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

Regional Measure 1 Program—Schedule

Project	BATA Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (10/2008)	Project Complete Schedule Forecast (10/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
New Benicia-Martinez Bridge Project							
• Existing Bridge & Interchange Modifications	Dec 09	-	Dec 09	Dec 09	-	●	
• Open to Traffic Date	Dec 07	-	Aug 07	Aug 07	-	●	
I-880/SR-92 Interchange Reconstruction	Dec 10	-	Jun 11	Jun 11	-	●	Contract was awarded on August 28, 2007 with the approval of the state budget.

Highlights of Project/Program Activities and TBPOC Actions for November 2008

Toll Bridge Seismic Retrofit Program

SFOBB East Span Seismic Replacement Project

- On the San Francisco-Oakland Bay Bridge West Approach Replacement Project, Caltrans and its contractors opened the Sterling Street on-ramp on its final alignment to eastbound I-80. By the end of the year, Caltrans will reach seismic safety on the approach and re-open the Harrison Street off-ramp from westbound I-80 to San Francisco. In November, the TBPOC approved a budget change and supplemental allocation request for the project to fund final close-out costs. These costs will be partially offset later by savings from the sale of excess right-of-way. BATA is requested to take action on this item in December.

- On the San Francisco-Oakland Bay Bridge East Span Replacement Project, fabrication of the towers, roadway decks, and saddles continue in Asia. Temporary support structures are being erected in the Bay and on Yerba Buena Island to support the new east span. The detour viaduct construction continues with erection of the west tie-in and viaduct structures and fabrication of the east tie-in roll-in viaduct and support structures. On the Oakland Touchdown #1 contract, foundations for the westbound structure have been constructed. The superstructure work is in progress with the first superstructure concrete work to begin in December 2008. Foundations are being installed for the eastbound structure.

Interstate 880/State Route 92 Interchange Reconstruction Project

- On the Interstate 880/State Route 92 Interchange Project, Caltrans and its contractor successfully implemented a temporary traffic split of eastbound SR-92 at Hesperian Boulevard. The traffic split facilitates construction of the new fly-over structure from eastbound SR-92 to northbound I-880. The new fly-over is expected to open the spring of 2009 under a temporary alignment as other work is completed at the interchange.

(6.1) *Interstate 880/SR 92 Interchange Progress*

PROJECT / CONTRACT REPORTS

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

- Skyway Contract
- Self-Anchored Suspension (SAS) E2/T1 Foundations Contract
- Self-Anchored Suspension (SAS) Superstructure Contract
- Yerba Buena Island (YBI)

Yerba Buena Island (YBI) Detour Contract

Yerba Buena Island (YBI) Transition Structure Contracts

- Oakland Touchdown (OTD)

Oakland Touchdown (OTD) Submarine Cable Relocation Contract

Oakland Touchdown (OTD) #1 Contract

Oakland Touchdown (OTD) #2 Contract

- Other Major Contracts
- Other Contracts and Related Project Work

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Other Completed Seismic Retrofit Projects

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

Project Description: The East Span will be seismically retrofitted through the complete replacement of the existing span. The remaining effort for this project consists of the following contracts: SAS Superstructure—construction of a self-anchored 385-meter main span superstructure incorporating a 160-meter fabricated structural steel tower with a main cable and inclined suspenders that will support steel orthotropic box girder decks; Yerba Buena Island (YBI) Detour—design and construction of a temporary double-deck bypass structure that will detour traffic to the existing SFOBB, while completing the westerly permanent tie-in structure of the new East Span at Yerba Buena Island; YBI Structures—construction of a new structure connecting the western end of the self-anchored suspension to the Yerba Buena Island viaduct, which will be retrofitted; Oakland Touchdown—at the Oakland end of the East Span, construction of two parallel, cast-in-place post-tensioned concrete viaducts, which join the Skyway to the at-grade Oakland approach fill; and Existing Bridge Demolition—demolition of the existing 1936 SFOBB East Span structure after the construction and placement of traffic onto the new East Span.

SFOBB East Span Replacement Cost Summary ($ Millions)

Contract	AB 144/ SB 66 Budget	Approved Changes	Current Approved Budget	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	959.3	-	959.3	659.9	977.1	17.8
Capital Outlay	-	-	-	-	-	-
Skyway	1,293.0	(38.9)	1,254.1	1,236.6	1,254.1	-
SAS E2/T1 Foundations	313.5	(32.6)	280.9	275.0	280.9	-
SAS Superstructure	1,753.7	-	1,753.7	554.7	1,767.4	13.7
YBI Detour	132.0	310.2	442.2	240.6	461.2	19.0
YBI Transition Structures	299.3	(23.2)	276.1	-	276.1	-
* YBITS 1	-	-	-	-	214.3	-
* YBITS 2	-	-	-	-	58.5	-
* YBITS 3 - Landscape	-	-	-	-	3.3	-
Oakland Touchdown	283.8	-	283.8	129.3	302.5	18.7
* OTD Submarine Cable	-	-	-	7.9	9.6	-
* OTD Westbound	-	-	-	121.4	226.5	-
* OTD Eastbound	-	-	-	-	62.0	-
* OTD Electrical Systems	-	-	-	-	4.4	-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	16.6	18.3	-
East Span Completed Projects	90.3	-	90.3	89.2	90.3	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	39.3	72.4	-
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
TOTAL	**5,486.6**	**215.5**	**5,702.1**	**3,241.9**	**5,730.0**	**27.9**

SFOBB East Span Replacement Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (10/2008)	Contract Complete Schedule Forecast (10/2008)	Schedule Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	-
YBI Detour*	July 2007	36	June 2010	June 2010	-
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-
SAS E2/T1 Foundations	June 2008	(3)	March 2008	January 2008	(2)
SAS Superstructure	March 2012	12	March 2013	March 2013	-
Oakland Touchdown (OTD)	November 2013	12	December 2014	December 2014	-
* OTD Submarine Cable	n/a	-	January 2008	January 2008	-
* OTD No. 1 (Westbound)	n/a	-	January 2010	January 2010	-
* OTD No. 2 (Eastbound)	n/a	-	November 2014	November 2014	-
YBI Transition Structure*	November 2013	12	November 2014	November 2014	-
Existing Bridge Demolition*	September 2014	12	September 2015	September 2015	-
Open to Traffic: Westbound	September 2011	12	September 2012	September 2012	-
Open to Traffic: Eastbound	September 2012	12	September 2013	September 2013	-

**Contract schedules being further assessed due to changes in SAS schedule.*

Project Status: Construction is complete for the Skyway, SAS E2/T1 Foundations and Stormwater Treatment Measures contracts. Construction is currently ongoing for the YBI Detour, SAS Superstructure, and OTD #1 (westbound) contracts. Contracts in design include the OTD #2 (eastbound), YBITS Contract #2 and the Existing Bridge Demolition contract. Design of each contract is proceeding per its schedule requirements. The YBI Transition Structure (YBITS) Contract #1 has been advertised.

Project Issues: All projects except Demolition have a Risk Response Team and a Risk Register incorporating quantitative risk analyses. A Risk Register has also been developed for Capital Outlay Support (COS) costs, as well as a program-level risk register that captures risks common to all project. The development of a quantitative COS risk analysis is ongoing and is trending higher COS costs for the project.

The Risk Response Team for COS is evaluating the program costs and developing response actions to mitigate. Many of the actions have been effective, as evidenced by a reduction of risk impacts on the Skyway and E2/T1 contracts from the previous quarter. The effort to develop and execute risk response actions to mitigate the cost and schedule impacts posed by risk issues continues to be a high priority.

Recent TBPOC Actions: See the following contract detail pages for specific TBPOC actions on the East Span contracts.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SKYWAY CONTRACT

Contract Description: On the SFOBB East Span Replacement Project, the Skyway contract constructed twin pre-cast concrete segmental bridges that will connect the Oakland approach traffic to the new SAS.

Skyway Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - Skyway						
Capital Outlay Support	197.0	(16.0)	181.0	180.9	181.0	-
Capital Outlay Construction	1,293.0	(38.9)	1,254.1	1,236.6	1,254.1	-
TOTAL	**1,490.0**	**(54.9)**	**1,435.1**	**1,417.5**	**1,435.1**	**-**

Note: Details may not sum to totals due to rounding effects.

Skyway Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (10/2008)	Contract Complete Schedule Forecast (10/2008)	Schedule Variance (Months)
East Span - Skyway	April 2007	8	December 2007	December 2007	-

Contract Status:

- The contract was substantially completed by the end of 2007 and Caltrans accepted the Skyway Contract on March 24, 2008 upon completion of final punchlist items.

Contract Issues: None.

Recent TBPOC Actions: None.

(10.1) *Rendering of the Completed East Span*

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SELF-ANCHORED SUSPENSION (SAS) E2/T1 FOUNDATIONS CONTRACT

Contract Description: The Self Anchored Suspension (SAS) Span E2/T1 Foundation contract constructed the main tower foundation at location T1 and the foundations and columns of the first pier east of the main tower at location E2 in San Francisco Bay. The foundations and columns of the first pier west of the main tower located at W2 on Yerba Buena Island were completed under a separate earlier contract.

SAS E2/T1 Foundations Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS E2 / T1 Foundations						
Capital Outlay Support	52.5	(21.5)	31.0	28.3	31.0	-
Capital Outlay Construction	313.5	(32.6)	280.9	275.0	280.9	-
TOTAL	**366.0**	**(54.1)**	**311.9**	**303.3**	**311.9**	**-**

Note: Details may not sum to totals due to rounding effects.

SAS E2/T1 Foundations Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (10/2008)	Contract Complete Schedule Forecast (10/2008)	Schedule Variance (Months)
East Span - SAS E2 / T1 Foundations	June 2008	(3)	March 2008	January 2008	(2)

Contract Status:

- The SAS E2/T1 Marine Foundations Contract was completed and accepted by Caltrans on January 18, 2008. With completion of this contract, all foundations for the SAS have now been completed.

Contract Issues: None.

Recent TBPOC Actions: None.

(11.1) *SAS E2 Crossbeam Falsework*

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SELF-ANCHORED SUSPENSION (SAS) SUPERSTRUCTURE CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) Superstructure contract constructs a signature tower span between the Skyway and the Yerba Buena Island transition structure. Work on the SAS bridge has been split between three contracts—the SAS Superstructure (under construction), the SAS E2/T1 Foundation (completed), and the SAS W2 Foundation (completed).

SAS Superstructure Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS Superstructure						
Capital Outlay Support	214.6	-	214.6	113.8	214.6	-
Capital Outlay Construction	1,753.7	-	1,753.7	554.7	1,767.4	13.7
TOTAL	**1,968.3**	**-**	**1,968.3**	**668.5**	**1,982.0**	**13.7**

Note: Details may not sum to totals due to rounding effects.

SAS Superstructure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (10/2008)	Contract Complete Schedule Forecast (10/2008)	Schedule Variance (Months)
East Span - SAS Superstructure	March 2012	12	March 2013	March 2013	-

Contract Status:

- As of October 2008, the SAS bridge contract was 35% completed based on the expended value of the contract.
- Ongoing field and marine work includes the construction of the permanent bent caps E2 & W2 to be completed in early 2009, and temporary structures A, B, C, D, F, G **(see the SAS progress diagram on page 15)** eastbound and westbound that will support the steel bridge deck of the SAS structure during construction. Completion of all temporary foundation structures is expected in the summer of 2009.
- Fabrication of the towers, roadway decks, and saddles continue in Asia. Temporary support structures are being erected in the Bay and on Yerba Buena Island to support the new east span.
- A large barge-mounted crane will be used to erect the new bridge. The barge was completed in Portland, Oregon and shipped to China in April 2008 for fitting with the crane. The completed crane barge will arrive in the Bay Area in February of 2009.

Contract Issues:

Issue	Mitigating Action
The SAS contractor has stated that the fabrication schedule for the Orthotropic Box Girder (OBG) is up to six months behind schedule. While not yet on the critical path for the project, this delay may increase and result in additional cross-impacts to the corridor schedule.	Caltrans has established a construction team to monitor fabrication. The TBPOC is working closely with the contractor to evaluate and identify possible mitigation measures for the schedule delay.

Recent TBPOC Actions: None.

(13.1) *Artist Rendering of the Completed Bridge*

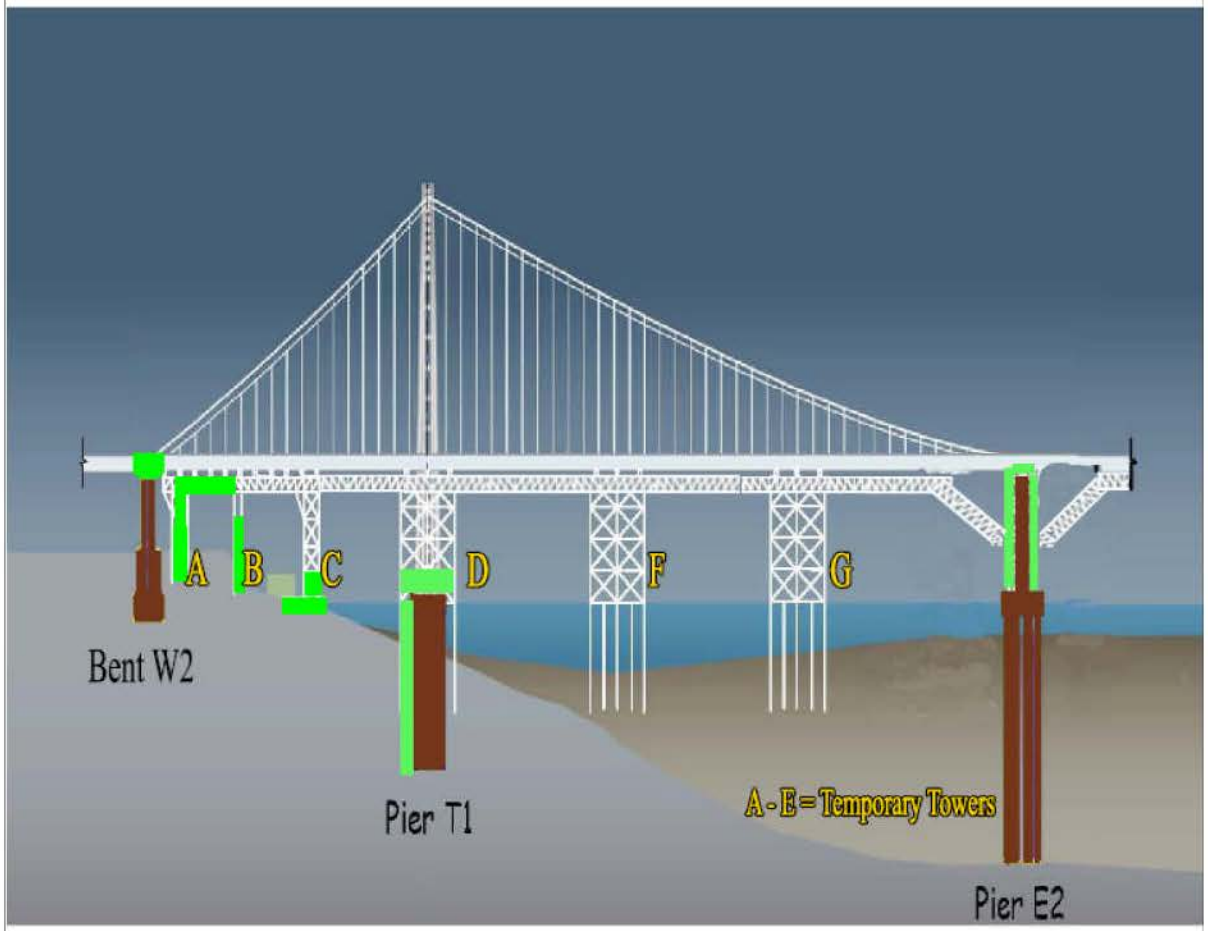
Contract Photographs from Changxing Island, China

(14.1) *OBG and Temporary Works*

(14.2) *Tower Leg*

(14.3) *Inside Shaft E1*

SAS Superstructure Construction Progress



SAS field work to be completed

SAS field work in progress

Completed field work under prior W2 and E2/T1 contracts

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

YERBA BUENA ISLAND DETOUR (YBID)

Contract Description: The YBI Detour constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains traffic on the existing bridge while the YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel.

YBI Detour Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI Detour						
Capital Outlay Support	29.4	36.6	66.0	51.6	66.0	-
Capital Outlay Construction	132.0	310.2	442.2	240.6	461.2	19.0
TOTAL	**161.4**	**346.8**	**508.2**	**292.2**	**527.2**	**19.0**

Note: Details may not sum to totals due to rounding effects.

YBI Detour Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (10/2008)	Contract Complete Schedule Forecast (10/2008)	Schedule Variance (Months)
YBI Detour *	July 2005	40	June 2010	June 2010	-

** Contract schedule under assessment. See Contract Issues on the following page.*

Contract Status:

- The TBPOC has approved a number of scope and schedules changes to better time the opening of the detour with the current revised project schedule. Along with pacing the construction of the detour bridge for an opening in mid to late 2009, select bridge work for the Yerba Buena Island transition structures was advanced on the detour contract to minimize schedule risks from construction delays on bridge foundations.

- The detour viaduct construction continues with erection of the west tie-in and viaduct structures and fabrication of the east tie-in roll-in viaduct and support structures **(see photos on the following page).**

- The east tie-in to the existing bridge support foundation system is currently being constructed on Yerba Buena Island, while fabrication of the roll-inn structures (skid beams and truss) has started in Arizona and Washington. The east tie-in field work is 35% complete as of October 2008.

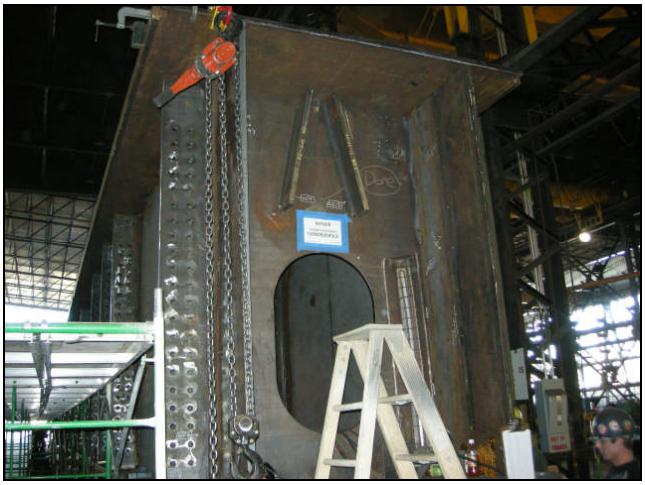
- On the advanced work from the Yerba Buena Island Transition contract, work is continuing on the substructures foundations and columns **(see photo #17.4).** As of October 2008, 58% of the advanced work been completed.

Recent TBPOC Actions: None.

Contract Issues: None.

Issue	Mitigating Action
Caltrans will need to negotiate a number of contract change orders to implement the aforementioned changes to the contract.	The TBPOC has approved a plan of action to implement the changes. Caltrans is currently negotiating outstanding contract changes.

Contract Photographs



(17.1) *Fabrication of Temporary Steel Support Structures*

(17.2) *Fabrication of Temporary Steel Support Structures*

(17.3) *Fabrication of Temporary Steel Support Structures*

(17.4) *Fabrication of Temporary Steel Support Structures*

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

YBI TRANSITION CONTRACTS (YBITS)

Contract Description: The YBI Transition Structure contracts will construct the mainline YBI Transition Structures (YBITS) that will connect the SAS portion of the new bridge to the newly rolled in WTI Phase I structure. YBITS #1 will construct the mainline approach structure from the new bridge to the WTI Phase I structure. YBITS #2 will demolish the YBI Detour temporary structure, complete the new eastbound on-ramp, reconstruct local affected facilities at YBI and complete the bike path from the SAS to YBI (except for a section of the path that conflicts with existing column E1). That section of the path is contemplated to be completed in the demolition contract. A YBI landscaping contract will restore slopes and vegetation in areas affected by the YBI construction.

YBI Transition Structure Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	78.7	-	78.7	22.2	78.7	-
Capital Outlay Construction	-	-	-	-	-	-
YBITS Contract #1	-	-	-	-	-	-
YBITS Contract #2	-	-	-	-	-	-
YBITS Contract #3 - Landscape	-	-	-	-	-	-
Total Capital Outlay Construction	299.3	(23.2)	276.1	-	276.1	-
TOTAL	**378.0**	**(23.2)**	**354.8**	**22.2**	**354.8**	**-**

Note: Details may not sum to totals due to rounding effects.

YBI Transition Structure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (06/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (10/2008)	Contract Complete Schedule Forecast (10/2008)	Schedule Variance (Months)
YBI Transition Structure	November 2013	12	November 2014	November 2014	-

Contract Status:

- The Yerba Buena Transition Structure #1 contract was advertised in August 2008. Caltrans held a contractor's outreach for the contract in September 2008. An addendum was issued on October 24 to change the bid opening date from January 13, 2009 to July 13, 2009.
- The remaining Yerba Buena Island bridge contracts will be advertised at a later date per the project schedule requirement.
- Some foundations and columns for the transition structure are currently being installed by the YBID contract (see photos #19.1 through #19. 4 and the Project Progress Diagram in Appendix D).

Contract Issues: None.

Recent TBPOC Actions: None.

Contract Photographs

(19.1) *YBITS Column W3L Complete*

(19.2) *YBITS Column W3R*

(19.3) *YBITS W4R Column Complete*

(19.4) *YBITS W7 revised Soil Nail Wall*

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OAKLAND TOUCHDOWN CONTRACTS

Contract Descriptions: The Oakland Touchdown #1 Contract includes construction of all marine foundations and land foundations (except for the eastbound abutment), westbound bridge section, and one frame of the eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza. The Oakland Touchdown #2 Contract includes construction of the remaining eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza. This work would occur once the westbound traffic is shifted onto the new westbound bridge, including the SAS. The Submarine Cable Relocation Contract replaced the existing submarine electrical cable from Oakland to Treasure Island and was completed ahead of the OTD Contract #1, which avoided potential construction conflicts.

Oakland Touchdown Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (09/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	74.4	-	74.4	45.7	92.1	17.7
Capital Outlay Construction	-	-	-	-	-	-
OTD Submarine Cable	-	-	-	-	-	-
Oakland Touchdown #1	-	-	-	-	-	-
Oakland Touchdown #2	-	-	-	-	62.0	-
Oakland Touchdown Electrical	-	-	-	-	4.4	-
Total Capital Outlay Construction	283.8	-	283.8	129.3	303.5	18.7
TOTAL	**358.2**	**-**	**358.2**	**175.0**	**394.6**	**36.4**

Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.

Oakland Touchdown Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (6/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (10/2008)	Contract Complete Schedule Forecast (10/2008)	Schedule Variance (Months)
OTD Submarine Cable	-	-	January 2008	January 2008	-
Oakland Touchdown #1	-	-	January 2010	January 2010	-
Oakland Touchdown #2	-	-	November 2014	November 2014	-

Contract Status

- The Oakland Touchdown #1 contract was 61% completed based on the expended value of the contract as of the end of October 2008 **(see progress diagram in Appendix E).**
- On the westbound approach bridge, the contractor has completed all foundation work and is now proceeding on the installation of temporary support falsework and soffit deck for the superstructure. Installation of reinforcing steel on the deck has started, with the first concrete pour scheduled by the end of December 2008.
- Work is ongoing on the foundation and columns for the eastbound approach bridge **(see photo #'s 21.1through #21.4 on the facing page).**
- Foundation work for the new mole Substation is ongoing.
- The submarine cable relocation contract was competed in January 2008. The Oakland Touchdown #2 contract is in design and will be advertised at a later date per the project schedule.

Contract Issues: None.

Recent TBPOC Actions: None.

Contract Photographs

(21.1) *OTD1 E20R Column and Footing Rebar*

(21.2) *OTD1 Mole Substation Foundation*

(21.3) *OTD1 Pier E17R*

(21.4) *Westbound Superstructure Work*

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OTHER CONTRACTS

Contract Descriptions: Other major contracts include the Stormwater Treatment Measures contract, which implements best practices for storm water runoff treatment at the SFOBB toll plaza and approaches to the SFOBB toll plaza, and the Existing Bridge Demolition contract, which implements the complete removal of the existing 1936 east span following the opening of the new bridge.

Other Major Contracts Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (6/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	85.7	2.0	87.7	8.4	87.7	-
Capital Outlay Construction	-	-	-		-	-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
StormwaterTreatment Measures	15.0	3.3	18.3	16.6	18.3	-
Total Capital Outlay Construction	254.2	3.3	257.5	16.6	240.3	(17.2)
TOTAL	**339.9**	**5.3**	**345.2**	**25.0**	**328.0**	**(17.2)**

Note: Details may not sum to totals due to rounding effects.

Other Major Contracts Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (10/2008)	Contract Complete Schedule Forecast (10/2008)	Schedule Variance (Months)	% Design Comp.
Existing Bridge Demolition	September 2014	12	September 2015	September 2015	-	10
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-	N/A

Contract Status:

Stormwater Treatment Measures: The contract was accepted in December 2007.

Bridge Demolition: Design work has been temporarily suspended to assign engineering resources to higher priority tasks, and will resume at a later time. The contract schedule completion date has been extended by 12 months due to a 12-month SAS contract extension. The $17.2 million decrease in construction costs for the Existing Bridge Demolition contract is due to a re-evaluation of cost escalation rates for the contract.

Contract Issues: None.

Recent TBPOC Actions: None

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OTHER COMPLETED CONTRACTS AND RELATED WORK

Summary Description: Substantial work has already been performed on the SFOBB East Span Replacement project to facilitate construction of the mainline construction contracts.

Other Contracts and Related Work Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	227.0	(1.0)	226.0	209.0	226.0	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	39.3	72.4	-
Capital Outlay Construction	-	-	-	-	-	-
SAS W2 Foundations	26.4	-	26.4	25.8	26.4	-
YBI/SAS Archaeology	1.1	-	1.1	1.1	1.1	-
YBI - USCG Road Relocation	3.0	-	3.0	2.8	3.0	-
YBI - Substation and Viaduct	11.6	-	11.6	11.3	11.6	-
Oakland Geofill	8.2	-	8.2	8.2	8.2	-
Pile Installation Demonstration Project	9.2	-	9.2	9.2	9.2	-
Existing East Span Retrofit	30.8	-	30.8	30.8	30.8	-
Total Capital Outlay Construction Completed	90.3	-	90.3	89.2	90.3	-
TOTAL	**389.7**	**(1.0)**	**388.7**	**337.5**	**388.7**	**-**

Note: Details may not sum to totals due to rounding effects.

Other Contracts and Related Work Schedule Summary

Project	Actual Project Completion Date
Existing East Span Retrofit	March 1998
Interim Retrofit	July 2000
Pile Installation Demolition Project	December 2000
YBI / SAS Archaeology	January 2003
Oakland Geofill	April 2003
YBI – USCG Road Relocation	June 2004
SAS W2 Foundations	October 2004
YBI Substation and Viaduct	May 2005

Summary Status:

- Construction has been completed on the above-listed contracts. Caltrans continues to work with various environmental agencies to conduct compliance inspections and monitor and mitigate any environmental impacts from the project.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Project Description: The SFOBB West Approach Replacement Project will replace the entire west approach structure from 5th Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes for the weekday commute.

SFOBB West Approach Replacement Cost Summary ($ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
West Approach						
Capital Outlay Support	120.0	-	120.0	110.9	120.0	-
Capital Outlay Construction	309.0	24.7	333.7	297.9	350.7	17.0
TOTAL	**429.0**	**24.7**	**453.7**	**408.8**	**470.7**	**17.0**

Note: Details may not sum to totals due to rounding effects.

SFOBB West Approach Replacement Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2006)	Approved Changes (Months)	Project Complete Current Approved Schedule (10/2008)	Contract Complete Schedule Forecast (10/2008)	Schedule Variance (Months)
West Approach	August 2009	-	August 2009	January 2009	(7)
Open-to-Traffic Date: Mainline Realignment			April 2008	April 2008	-

Project Status:

- The project was 97% completed based on the expended value of the contract as of the end of November 2008.
- Caltrans and its contractors opened the Sterling Street on-ramp on its final alignment to eastbound I-80.
- By the end of 2008, Caltrans will reach seismic safety on the approach and re-open the Harrison Street off-ramp from westbound I-80 to San Francisco by the end of January 2009.
- In November, the TBPOC approved a budget change and supplemental allocation request for the project to fund final close-out costs. These costs will be partially offset later by savings from the sale of excess right-of-way. BATA is requested to take action on this item in December.

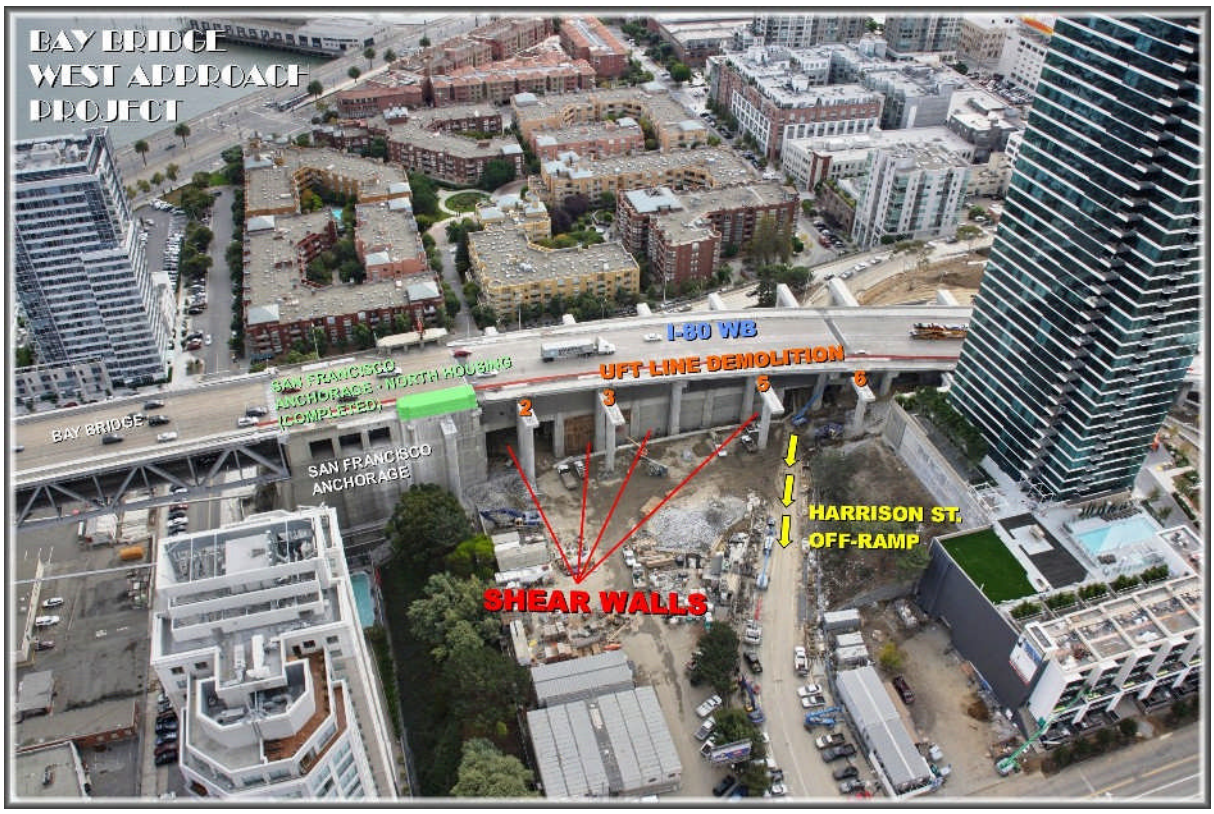
Project Issues: None.

Contract Issues: None.

Recent TBPOC Actions: Budget increase of $17.0 million was approved and close out of the project is forecasted by the end of January 2009.

Contract Photographs

(25.1) *The Bay Bridge West Approach Demolition Diagram*



(25.2) *The Bay Bridge West Approach Demolition Diagram*

Contract Photographs (Cont.)

(26.2) *Aerial Photographs of the West Approach Project*

(26.1) *The Demolition of the UFT Line*

(26.2) *The Demolition of the UFT Line*

Toll Bridge Seismic Retrofit Program

Other Completed Seismic Retrofit Projects

Summary Description: Caltrans has already completed the seismic retrofits of the West Spans of the SFOBB, the existing 1958 Carquinez Bridge, the existing Benicia-Martinez Bridge, the San Mateo-Hayward Bridge, the Richmond-San Rafael Bridge, and two former toll bridges in Southern California.

Other Completed Seismic Retrofit Projects Cost Summary ($ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	307.9	-	307.9	302.0	307.9	-
Carquinez Bridge Retrofit Project	114.2	-	114.2	114.2	114.2	-
Benicia-Martinez Bridge Retrofit Project	177.8	-	177.8	177.8	177.8	-
San Mateo-Hayward Bridge Retrofit Project	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit Project	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit Project	103.5	-	103.5	102.6	103.5	-
Richmond San Rafael Bridge (RSRB) Seismic Retrofit Project	914.0	(97.5)	816.5	794.8	816.5	-
TOTAL	**1839.4**	**(97.5)**	**1,741.9**	**1,713.2**	**1,741.9**	-

Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined.

Other Completed Seismic Retrofit Projects Schedule Summary

Project	Actual Project Completion Date
Vincent Thomas Bridge Retrofit	May 2000
San Mateo-Hayward Bridge Retrofit	June 2000
Carquinez Bridge Retrofit	January 2003
San Diego-Coronado Bridge Retrofit	June 2003
Benicia-Martinez Bridge Retrofit	August 2003
SFOBB West Span Seismic Retrofit	June 2004
RSRB Seismic Retrofit	August 2005

Summary Status: The budget and cost forecast amounts shown above include allowances for minor project closeout costs.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

Other Toll Bridges

The Dumbarton Bridge

State Route 84 crosses the southern region of San Francisco Bay between the cities of Newark to the east and East Palo Alto to the west **(see photo #29.1).** The route consists of three lanes in each direction and an eight-foot bicycle/pedestrian lane. The annual average daily traffic (AADT) of the route is near 60,000. The bridge is over 2 km in length and is positioned in an approximately normal geometry between two seismic faults. The United States Geological Survey (USGS) reports that the San Andreas Fault, some 15 km to the west of the bridge, and the Hayward Fault, some 13 km to the east of the bridge, pose most of the significant seismic threat to the San Francisco Bay Area.

The Antioch Bridge

State Route 160 crosses the San Joaquin River between the city of Antioch and Sherman Island (leading to Rio Vista) via the Antioch Bridge **(see photo # 29.2).** The bridge carries a single lane of traffic in each direction. The AADT for the route is slightly over 10,000 vehicles per day. This bridge is threatened by the Bird's Landing Seismic Zone, Coast Range/Sierra Nevada Boundary Zone and the San Andreas Fault.

Current Progress

Work in the area of bridge structural engineering continues for both bridges. A strategy meeting took place on August 22, 2008 for both projects and consensus by the project teams recommended retrofit strategies for both bridges. Both the Dumbarton and Antioch Bridge seismic retrofit strategies include installation of isolation bearings and strengthening of the piers above the water line. The Dumbarton Bridge retrofit strategy also includes superstructure and deck modifications and additional strengthening of the over-land approach slab structures. The Antioch Bridge retrofit strategy also includes relatively minor modifications to the approach structure on Sherman Island. It was concluded at this meeting that foundation retrofit is not required for either bridge. The design teams presented their proposed strategy schemes and the results of their analysis to the Toll Bridge Seismic Safety Peer Review Panel on September 24, 2008. The design teams are currently preparing draft estimates based on the above retrofit strategies. The design teams met with the regulatory agencies to discuss the scope of work and the schedules, as well as the environmental issues affecting both bridges.

Risk management meetings were held on September 23, 2008 to discuss the risks associated with the retrofit strategy for each bridge. The environmental process is continuing for both projects and once the design/retrofit strategy is completed, all the permit applications will be submitted to the appropriate agencies for their approval **(see schedule in Appendix G).**

(29.1) *The Dumbarton Bridge*

(29.2) *The Antioch Bridge*

PROJECT / CONTRACT REPORTS

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

- New Benicia-Martinez Bridge Contract
- Other Contracts and Related Project Activities

Interstate 880/ State Route 92 Interchange Reconstruction

Other Completed Regional Measure 1 Projects

- San Mateo–Hayward Bridge Widening Project
- Richmond Parkway Project
- Bayfront Expressway Widening Project
- Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Project
- Richmond-San Rafael Bridge Deck Overlay Project
- New Carquinez Bridge Project

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

Project Description: The new Benicia-Martinez Bridge Project has constructed a new parallel bridge just east of the existing bridge. The project includes reconstructed interchanges to the north and south of the bridges and a new toll plaza and administration building in Martinez.

New Benicia-Martinez Bridge Project Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	157.1	35.2	192.3	184.1	192.3	-
Right-of-Way and Others	20.4	(0.1)	20.3	16.9	20.3	-
Capital Outlay	-	-	-	-	-	-
New Bridge	672.0	94.6	766.6	763.8	766.6	-
I-680/I-780 Interchange Replacement	76.3	26.9	103.2	98.8	103.2	-
I-680/Marina Vista Interchange Reconstruction	51.5	4.9	56.4	56.1	56.4	-
New Toll Plaza	24.3	2.0	26.3	23.4	26.3	-
Existing Bridge & Interchange Modifications	17.2	42.3	59.5	15.9	59.5	-
Other	20.3	2.8	23.1	15.8	23.1	-
Project Reserve	20.8	4.0	24.8	-	24.8	-
TOTAL	**1,059.9**	**212.6**	**1,272.5**	**1,174.8**	**1,272.5**	-

Note: Details may not sum to totals due to rounding effects.
The budget and estimate at completion includes approximately $33 million in non-toll bridge funds (Proposition 192 and SHOPP).

New Benicia-Martinez Bridge Project Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (10/2008)	Contract Complete Schedule Forecast (10/2008)	Schedule Variance (Months)
New Bridge Open to Traffic	December 2007	-	August 2007	August 2007	-
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	December 2009	-

Project Status:

- The new northbound bridge was opened to traffic in August 2007.
- The existing bridge (southbound) and interchange modification contract was 50% complete based on the expended value of the contract as of the end of October 2008.
- Stage 1 of the contract has been completed with the removal of the old toll plaza, and repair of the bridge deck and roadway undulations on the east side of the existing bridge and south approach. Southbound traffic was realigned to the east side of the existing bridge on August 15, 2008 for the start of Stage 2 work **(see photos # 32.1 through #32.4).**
- Stage 2 work, which includes the deck and roadway undulation repairs along the west side of the existing bridge and south approach, raising of the portions of the Mococo road overcrossing to match the new lane alignments and construction of a new bicycle/pedestrian pathway across the existing bridge, is ongoing.

Project Issues: None.

Recent TBPOC Actions: None.

Contract Photographs

(32.1) *Undulation Repairs*

(32.2) *Deck Repairs*

(32.3) *Deck Repairs*

(32.4) *Demolition of Abandoned Structure*

Regional Measure 1 Program

Interstate 880/State Route 92 Interchange Reconstruction Project

Project Description: Modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations.

Interstate 880/State Route 92 Interchange Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
I-880/SR-92 Interchange Improvement						
Capital Outlay Support	28.8	26.2	55.0	43.1	55.0	-
Capital Outlay Construction	94.8	60.2	155.0	42.9	155.0	-
Capital Outlay Right-of-Way	9.9	7.0	16.9	11.6	16.9	-
Project Reserve	0.3	17.8	18.1	-	18.1	-
TOTAL	**133.8**	**111.2**	**245.0**	**97.6**	**245.0**	**-**

Note: Details may not sum to totals due to rounding effects. $9.6 million in ACTA funds included under Capital Outlay Construction. $3.0 million included in Capital Outlay Construction and $1.0 million in Capital Outlay Support for separate landscape contract.

Interstate 880/State Route 92 Interchange Schedule Summary

Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (10/2008)	Contract Complete Schedule Forecast (10/2008)	Schedule Variance (Months)
I-880/SR-92 Interchange Reconstruction	December 2010	-	June 2011	June 2011	-

Project Status:

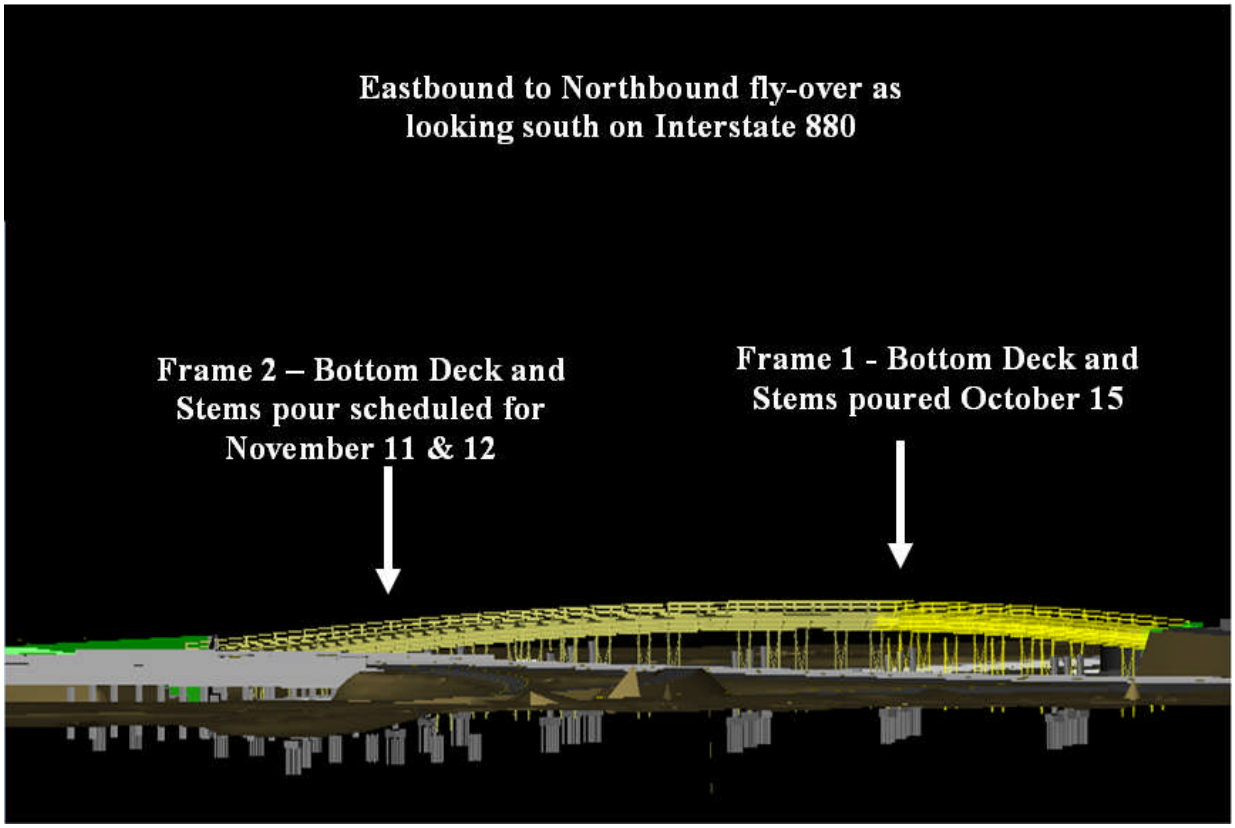
- The project is 36% complete based on the expended value of the contract as of October 20, 2008.
- Temporary support structures have been erected across Interstate 880 for the eastbound State Route 92 to northbound Interstate 880 fly-over structure. Work is proceeding on constructing the east to northbound fly-over and the first super structure concrete pour occurred on October 15th **(see diagram #33.1 on facing page).**
- On the new eastbound State Route 92 to northbound I-880 connector, all foundations have been completed. The contractor has erected temporary support falsework over I-880 and is preparing to pour the second superstructure concrete pour in November.
- Other ongoing work includes the construction of various retaining and soundwalls throughout the project limits, construction of a new pedestrian overcrossing of I-880 at Eldridge Avenue and widening of State Route 92 at Mount Eden. Paving operations continue on various areas of the job. The Hesperian Boulevard on-ramp to eastbound SR-92 was opened October 31, 2008.
- Westbound State Route 92 to southbound I-880 connector bridge has started and the first foundation will be poured on November 5, 2008

Project Issues: None.

Contract Issues: None.

Recent TBPOC Actions: None.

Contract Photographs

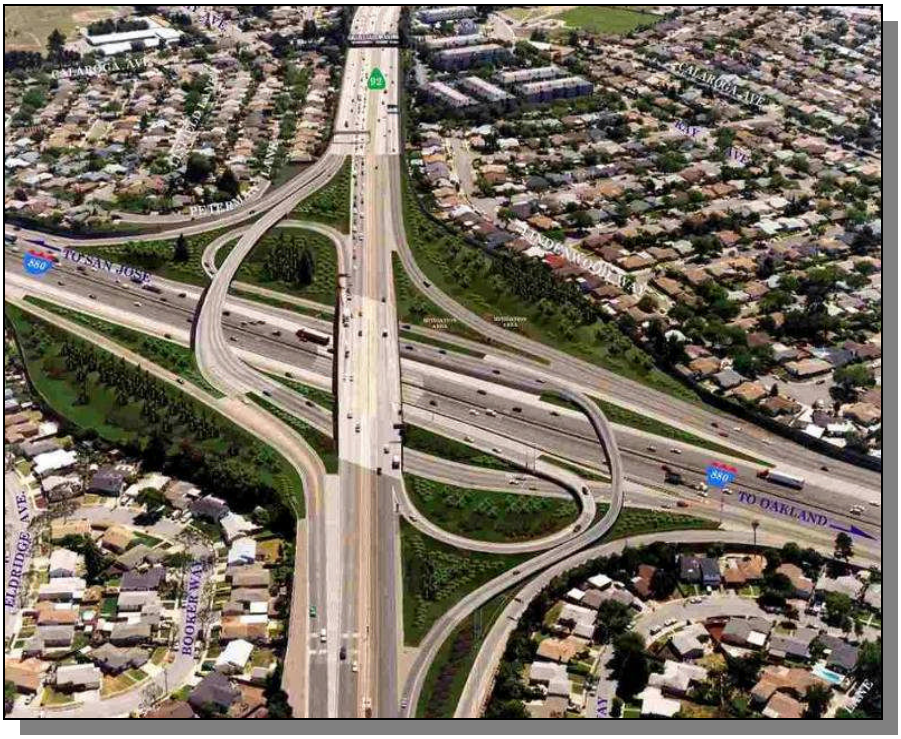


(33.1) *EB to NB Fly Over Looking South*

(33.2) *Aerial of I880/SR92*

Project Photographs

(35.1) *Interstate 880/State Route 92 Interchange -* ***October 2008***



(35.2) *Interstate 880/State Route 92 Interchange –* ***At Completion***

Regional Measure 1 Program

Other Completed Regional Measure 1 (RM1) Projects

Summary Description: Other completed Regional Measure 1 projects are the following: (a) Widen the San Mateo-Hayward Bridge along its low-trestle section and its eastern approach; (b) Widen the Bayfront Expressway (SR-84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange; (c) Construct an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole; (d) Modify the U.S. 101/University Avenue interchange; (e) Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation Project; (f) Richmond-San Rafael Bridge Deck Overlay Project; (g) Construct a new suspension bridge with four westbound lanes and a bicycle/pedestrian lane west of the existing Carquinez Bridge and demolition of the existing 1927 bridge.

Other Completed RM1 Projects Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Mateo-Hayward Bridge Widening Project	217.8	-	217.8	208.7	211.9	(5.9)
Bayfront Expressway Widening Project	36.1	-	36.1	33.4	36.0	(0.1)
Richmond Parkway Project	5.9	-	5.9	4.3	5.9	-
U.S. 101/University Interchange	3.8	-	3.8	3.7	3.8	-
RSRB Trestle, Fender, and Joint Rehabilitation	102.1	-	102.1	96.3	97.1	(5.0)
RSRB Deck Overlay	25.0	-	25.0	19.6	25.0	-
New Carquinez Bridge Project	528.2	-	528.2	512.4	519.2	(9.0)
TOTAL	**918.9**	**-**	**918.9**	**878.4**	**898.9**	**(20.0)**

Schedule Summary

Project	Actual Project Completion Date
Richmond Parkway Project	May 2001
San Mateo-Hayward Bridge Widening Project	February 2003
Bayfront Expressway Widening Project	January 2004
U.S. 101/University Interchange	April 2004
Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation	August 2005
RSR Deck Overlay	December 2006
New Carquinez Bridge Project	December 2007

Project Status:

- All significant construction has been completed on the above listed projects. The budget and cost forecasts amounts shown above include allowances for minor project closeout costs.

Project Issues: None.

APPENDICES

** Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.*

Appendix A: Toll Bridge Seismic Retrofit Program ($ Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	**01202X**						
Capital Outlay Support		197.0	(16.0)	181.0	180.9	181.0	-
Capital Outlay Construction		1,293.0	(38.9)	1,254.1	1,236.6	1,254.1	-
Total		1,490.0	(54.9)	1,435.1	1,417.5	1,435.1	-
East Span - SAS E2/T1 Foundations	**0120EX**						-
Capital Outlay Support		52.5	(21.5)	31.0	28.3	31.0	-
Capital Outlay Construction		313.5	(32.6)	280.9	275.0	280.9	-
Total		366.0	(54.1)	311.9	303.3	311.9	-
East Span - SAS Superstructure	**0120FX**						
Capital Outlay Support		214.6	-	214.6	113.8	214.6	-
Capital Outlay Construction		1,753.7	-	1,753.7	554.7	1,767.4	13.7
Total		1,968.3	-	1,968.3	668.5	1,982.0	13.7
SAS W2 Foundations	**0120CX**						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
Total		36.4	-	36.4	35.0	36.4	-
YBI South/South Detour	**0120RX**						
Capital Outlay Support		29.4	36.6	66.0	51.6	66.0	-
Capital Outlay Construction		132.0	310.2	442.2	240.6	461.2	19.0
Total		161.4	346.8	508.2	292.2	527.2	19.0
YBI Transition Structures (see notes below)	**0120PX**						
Capital Outlay Support		78.7	-	78.7	22.2	78.7	-
Capital Outlay Construction		299.3	(23.2)	276.1	-	276.1	-
Total		378.0	(23.2)	354.8	22.2	354.8	-
*** YBI- Transition Structures Contract No. 1**							
Capital Outlay Support					3.7	45.0	
Capital Outlay Construction					-	214.3	
Total					3.7	259.3	
*** YBI- Transition Structures Contract No. 2**							
Capital Outlay Support					2.0	16.0	
Capital Outlay Construction					-	58.5	
Total					2.0	74.5	
*** YBI- Transition Structures Contract No. 3 Landscape**							
Capital Outlay Support					-	1.0	
Capital Outlay Construction					-	3.3	
Total					-	4.3	
Oakland Touchdown (see notes below)	**01204X**						
Capital Outlay Support		74.4	-	74.4	45.7	92.1	17.7
Capital Outlay Construction		283.8	-	283.8	129.3	302.5	18.7
Total		358.2	-	358.2	175.0	394.6	36.4
*** OTD Submarine Cable**	**0120K4**						
Capital Outlay Support					0.9	3.0	
Capital Outlay Construction					7.9	9.6	
Total					8.8	12.6	
*** OTD No. 1 (Westbound)**	**0120L4**						
Capital Outlay Support					22.8	49.9	
Capital Outlay Construction					121.4	226.5	
Total					144.2	276.4	
*** OTD No. 2 (Eastbound)**	**0120M4**						
Capital Outlay Support					1.4	15.8	
Capital Outlay Construction					-	62.0	
Total					1.4	77.8	
*** OTD Electrical Systems**	**0120N4**						
Capital Outlay Support					0.5	1.4	
Capital Outlay Construction					-	4.4	
Total					0.5	5.8	

Notes: YBI Transition Structures and Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay Support Costs.

Note: Details may not sum to totals due to rounding effects.

Appendix A: Toll Bridge Seismic Retrofit Program ($ Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail (Cont'd.)

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Existing Bridge Demolition	**01209X**						
Capital Outlay Support		79.7	-	79.7	0.4	79.7	-
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
Total		318.9	-	318.9	0.4	301.7	(17.2)
YBI/SAS Archeology	**01207X**						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
Total		2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relocation	**0120QX**						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
Total		6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct	**0120GX**						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
Total		18.1	-	18.1	17.7	18.1	-
Oakland Geofill	**01205X**						-
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
Total		10.7	-	10.7	10.7	10.7	-
Pile Installation Demonstration Project	**01208X**						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
Total		11.0	-	11.0	11.0	11.0	-
Stormwater Treatment Measures	**0120JX**						
Capital Outlay Support		6.0	2.0	8.0	8.0	8.0	-
Capital Outlay Construction		15.0	3.3	18.3	16.6	18.3	-
Total		21.0	5.3	26.3	24.6	26.3	-
Right-of-Way and Environmental Mitigation	**0120X9**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	39.3	72.4	-
Total		72.4	-	72.4	39.3	72.4	-
	04343X & 04300X						
Sunk Cost - Existing East Span Retrofit							
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
Total		70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	(1.0)	19.0	3.2	19.0	-
Total		162.6	(1.0)	161.6	145.8	161.6	-
Subtotal Capital Outlay Support		959.3	-	959.3	659.9	977.1	17.7
Subtotal Capital Outlay Construction		4,492.2	218.8	4,711.0	2,581.3	4,745.2	34.2
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total SFOBB East Span Replacement Project		**5,486.6**	**215.5**	**5,702.1**	**3,241.9**	**5,730.0**	**27.9**

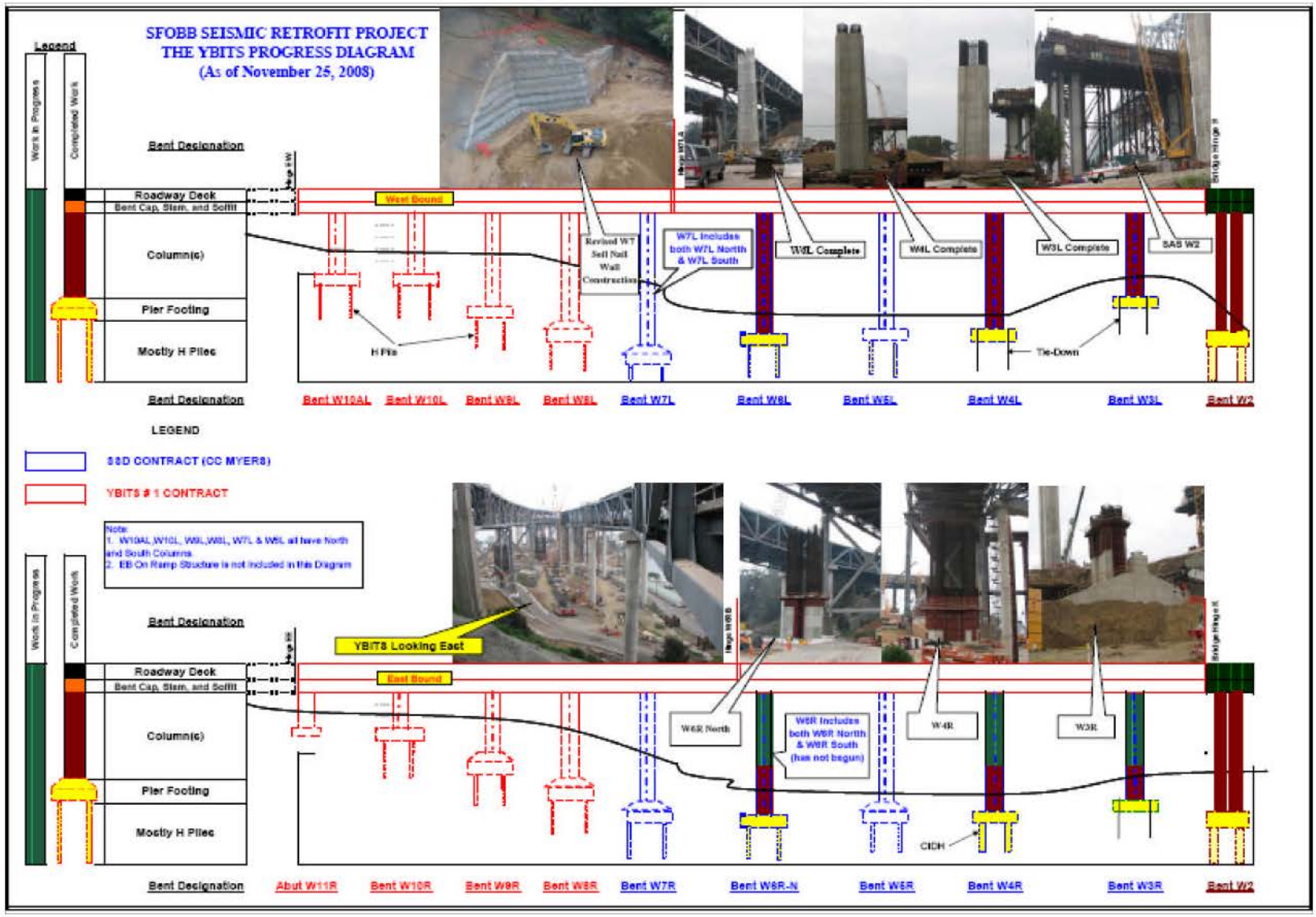
Note: Details may not sum to totals due to rounding effects.

Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail ($ Millions)

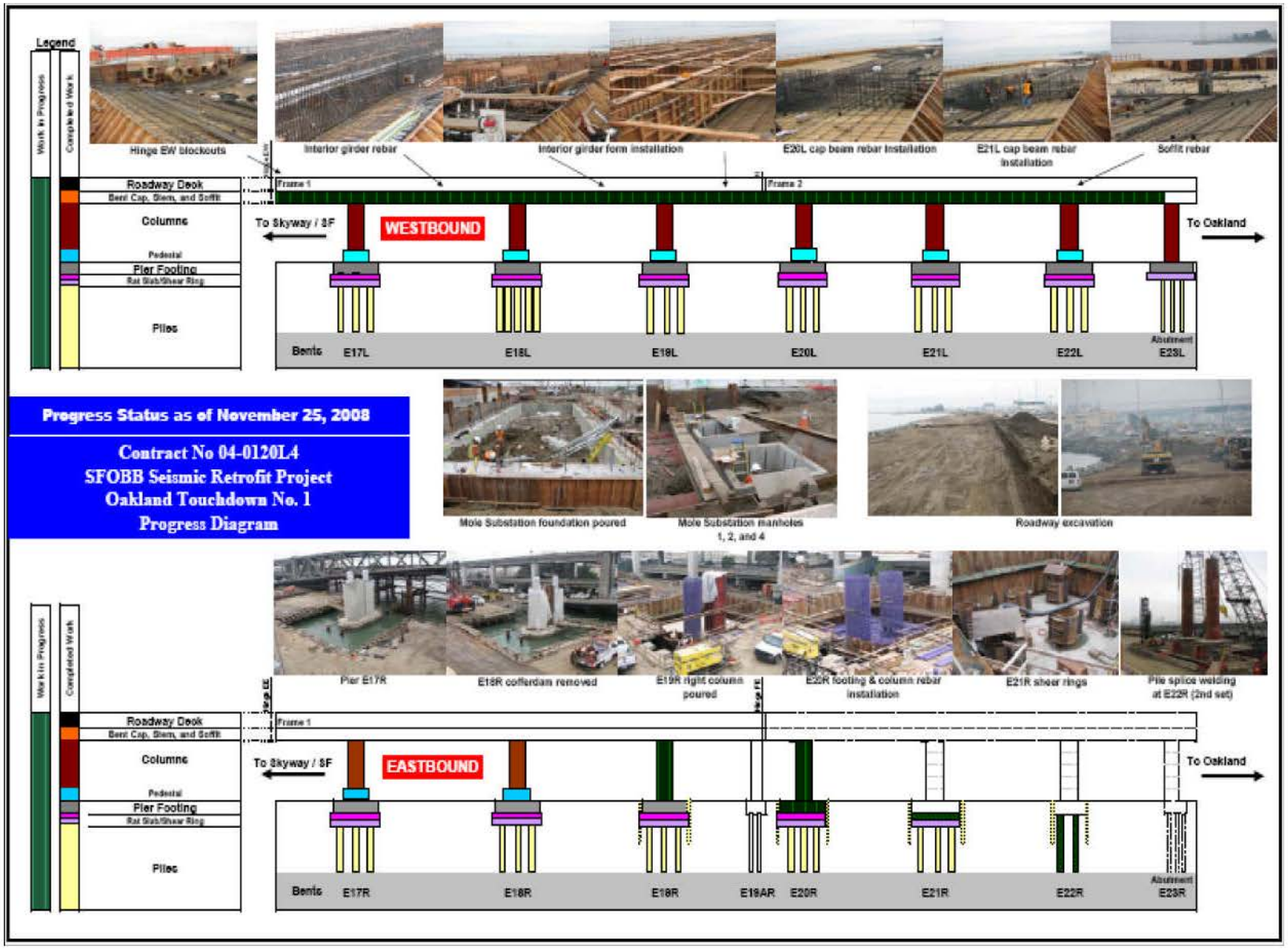
Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.3	-	959.3	659.9	977.1	17.8
Capital Outlay Construction	4,492.2	218.8	4,711.0	2,581.3	4,745.2	34.2
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	5,486.6	215.5	5,702.1	3,241.9	5,730.0	27.9
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	-	120.0	110.9	120.0	-
Capital Outlay Construction	309.0	24.7	333.7	297.9	350.7	17.0
Total	429.0	24.7	453.7	408.8	470.7	17.0
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	227.2	232.9	-
Total	307.9	-	307.9	302.0	307.9	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	668.1	689.5	-
Total	914.0	(97.5)	816.5	794.8	816.5	-
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Bridge Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
Total	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
Total	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
Total	103.5	-	103.5	102.6	103.5	-
Subtotal Capital Outlay Support	1,433.1	(7.0)	1,426.1	1,116.9	1,443.9	17.8
Subtotal Capital Outlay	6,286.8	153.0	6,439.8	4,246.3	6,491.0	51.2
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	24.7	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	142.7	7,927.7	5,388.6	7,972.6	44.9
Program Contingency	900.0	(142.7)	757.3	-	712.4	(44.9)
Total Toll Bridge Seismic Retrofit Program	**8,685.0**	**-**	**8,685.0**	**5,388.6**	**8,685.0**	**-**

Note: Details may not sum to totals due to rounding effects.

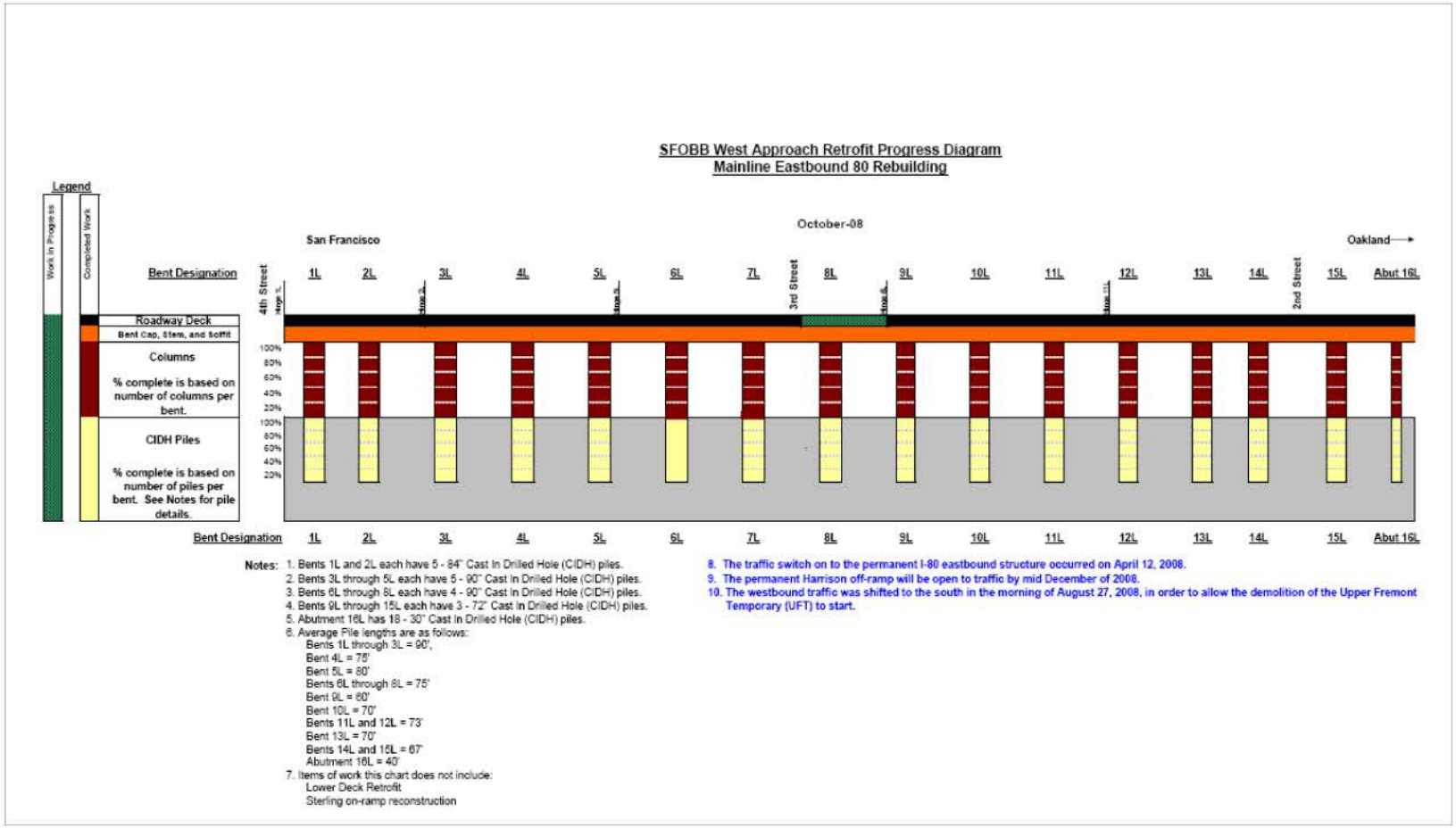
Appendix C: YBITS Progress Digram



Appendix D: OTD #1 Progress Diagram

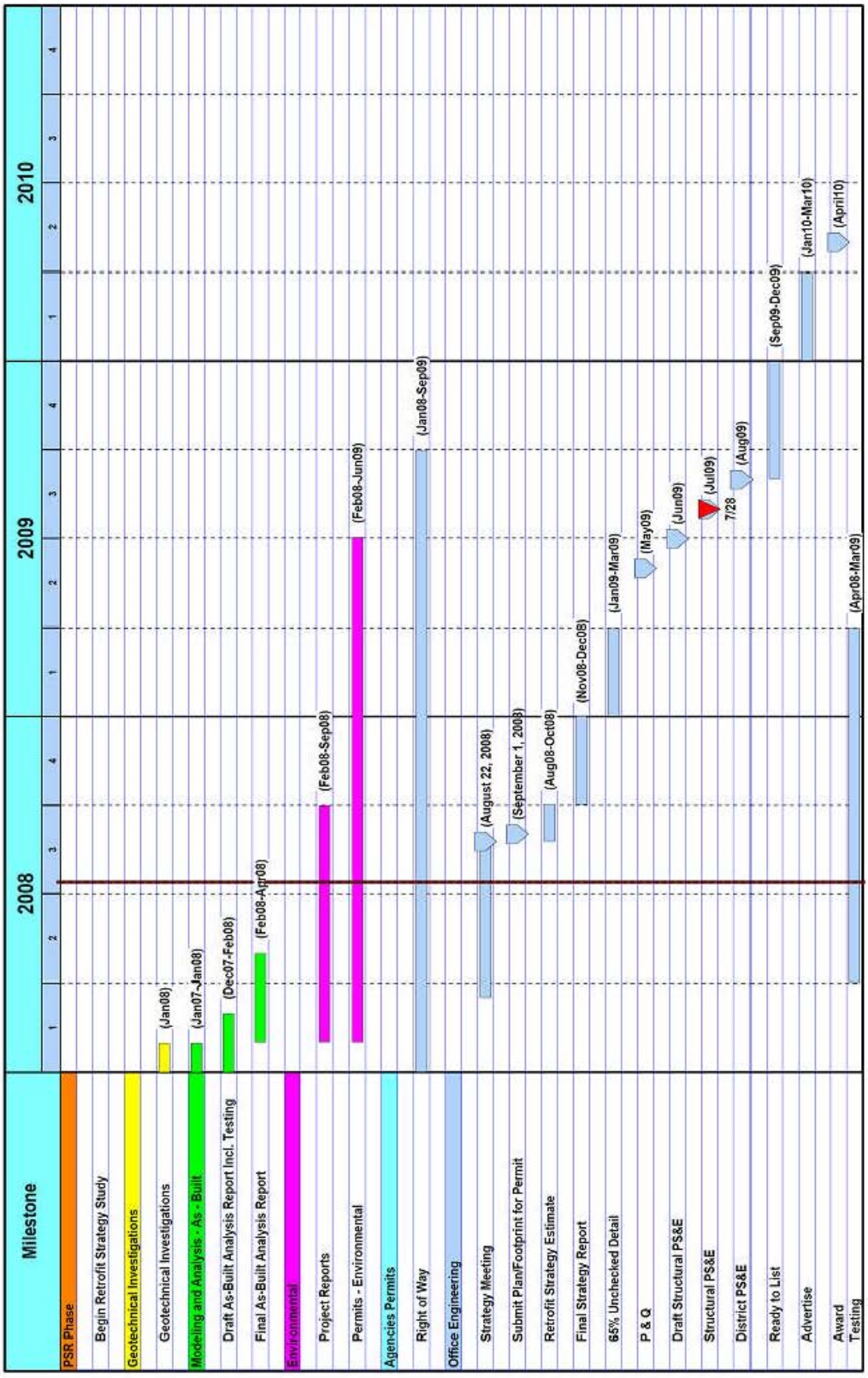


Appendix E: West Approach Progress Diagram



Notes:
1. Bents 1L and 2L each have 5 - 84" Cast In Drilled Hole (CIDH) piles.
2. Bents 3L through 5L each have 5 - 90" Cast In Drilled Hole (CIDH) piles.
3. Bents 6L through 8L each have 4 - 90" Cast In Drilled Hole (CIDH) piles.
4. Bents 9L through 15L each have 3 - 72" Cast In Drilled Hole (CIDH) piles.
5. Abutment 16L has 18 - 30" Cast In Drilled Hole (CIDH) piles.
6. Average Pile lengths are as follows:
   Bents 1L through 3L = 90',
   Bent 4L = 75'
   Bent 5L = 80'
   Bents 6L through 8L = 75'
   Bent 9L = 60'
   Bent 10L = 70'
   Bents 11L and 12L = 73'
   Bent 13L = 70'
   Bents 14L and 15L = 67'
   Abutment 16L = 40'
7. Items of work this chart does not include:
   Lower Deck Retrofit
   Sterling on-ramp reconstruction
8. The traffic switch on to the permanent I-80 eastbound structure occurred on April 12, 2008.
9. The permanent Harrison off-ramp will be open to traffic by mid December of 2008.
10. The westbound traffic was shifted to the south in the morning of August 27, 2008, in order to allow the demolition of the Upper Fremont Temporary (UFT) to start.

Appendix F: Antioch/Dumbarton Bridge Baseline Schedule



Appendix G: Regional Measure 1 Program Cost Detail ($ Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project							
New Bridge	**00603_**						
Capital Outlay Support		84.9	6.7	91.6	91.5	91.6	-
Capital Outlay Construction				-			-
BATA Funding		661.9	94.6	756.5	753.7	756.5	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	94.6	766.6	763.8	766.6	-
Total		756.9	101.3	858.2	855.3	858.2	-
I-680/I-780 Interchange Reconstruction	**00606_**						
Capital Outlay Support							
BATA Funding		24.9	5.2	30.1	30.0	30.1	-
Non-BATA Funding		1.4	5.2	6.6	6.3	6.6	-
Subtotal		26.3	10.4	36.7	36.3	36.7	-
Capital Outlay Construction							
BATA Funding		54.7	26.9	81.6	77.1	81.6	-
Non-BATA Funding		21.6	-	21.6	21.7	21.6	-
Subtotal		76.3	26.9	103.2	98.8	103.2	-
Total		102.6	37.3	139.9	135.1	139.9	-
I-680/Marina Vista Interchange Reconstruction	**00605_**						
Capital Outlay Support		18.3	1.8	20.1	20.0	20.1	-
Capital Outlay Construction		51.5	4.9	56.4	56.1	56.4	-
Total		69.8	6.7	76.5	76.1	76.5	-
New Toll Plaza and Administration Building	**00604_**						
Capital Outlay Support		11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction		24.3	2.0	26.3	23.4	26.3	-
Total		36.2	5.8	42.0	39.1	42.0	-
Existing Bridge & Interchange Modifications	**0060A_**						
Capital Outlay Support		4.3	14.3	18.6	13.3	18.6	-
Capital Outlay Construction							
BATA Funding		17.2	32.8	50.0	15.9	50.0	-
Non-BATA Funding		-	9.5	9.5	-	9.5	-
Subtotal		17.2	42.3	59.5	15.9	59.5	-
Total		21.5	56.6	78.1	29.2	78.1	-
Other Contracts	**See note below**						
Capital Outlay Support		11.4	(1.8)	9.6	7.3	9.6	-
Capital Outlay Construction		20.3	2.8	23.1	15.8	23.1	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	16.9	20.3	-
Total		52.1	0.9	53.0	40.0	53.0	-
Subtotal BATA Capital Outlay Support		155.7	30.0	185.7	177.8	185.7	-
Subtotal BATA Capital Outlay Construction		829.9	164.0	993.9	942.0	993.9	-
Subtotal Capital Outlay Right-of-Way		20.4	(0.1)	20.3	16.9	20.3	-
Subtotal Non-BATA Capital Outlay Support		1.4	5.2	6.6	6.3	6.6	-
Subtotal Non-BATA Capital Outlay Construction		31.7	9.5	41.2	31.8	41.2	-
Project Reserves		20.8	4.0	24.8	-	24.8	-
Total New Benicia-Martinez Bridge Project		**1,059.9**	**212.6**	**1,272.5**	**1,174.8**	**1,272.5**	**-**

Notes: **Includes EA's 00601_,00603_,00605_,00606_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix G: Regional Measure 1 Program Cost Detail ($ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (09/2008)	Cost To Date (09/2008)	Cost Forecast (09/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Carquinez Bridge Replacement Project							
New Bridge	**01301_**						
Capital Outlay Support		60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction		253.3	4.0	257.3	255.9	257.3	-
Total		313.8	3.7	317.5	316.1	317.5	-
Crockett Interchange Reconstruction	**01305_**						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction		73.9	-	73.9	71.9	73.9	-
Total		105.9	(0.1)	105.8	103.8	105.8	-
Existing 1927 Bridge Demolition	**01309_**						
Capital Outlay Support		16.1	-	16.1	15.4	15.5	(0.6)
Capital Outlay Construction		35.2	-	35.2	34.8	35.2	-
Total		51.3	-	51.3	50.2	50.7	(0.6)
Other Contracts	**See note below**						
Capital Outlay Support		15.8	0.2	16.0	16.2	16.3	0.3
Capital Outlay Construction		18.8	(0.8)	18.0	16.2	18.1	0.1
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Total		45.1	(0.6)	44.5	42.3	44.9	0.4
Subtotal BATA Capital Outlay Support		124.4	(0.2)	124.2	123.7	123.9	(0.3)
Subtotal BATA Capital Outlay Construction		381.2	3.2	384.4	378.8	384.5	0.1
Subtotal Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Project Reserves		12.1	(3.0)	9.1	-	0.3	(8.8)
Total Carquinez Bridge Replacement Project		**528.2**	**-**	**528.2**	**512.4**	**519.2**	**(9.0)**

Notes: **Other Contracts includes EA's 01301_,01302_, 01303_, 01304_,01305_, 01306_, 01307_, 01308_, 01309_,0130A_, 0130C_, 0130D_ , 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix G: Regional Measure 1 Program Cost Detail ($ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation	**See note [1] below**						
Capital Outlay Support							
BATA Funding		2.2	-	2.2	1.4	2.2	-
Non-BATA Funding		8.6	-	8.6	10.4	10.4	1.8
Subtotal		10.8	-	10.8	11.8	12.6	1.8
Capital Outlay Construction							
BATA Funding		40.2	-	40.2	33.4	33.4	(6.8)
Non-BATA Funding		51.1	-	51.1	51.1	51.1	-
Subtotal		91.3	-	91.3	84.5	84.5	(6.8)
Project Reserves		-	-	-	-	-	-
Total		102.1	-	102.1	96.3	97.1	(5.0)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	**04152_**						
Capital Outlay Support							
BATA Funding		4.0	(0.4)	3.6	3.3	3.6	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(4.4)	3.6	3.3	3.6	-
Capital Outlay Construction		16.9	3.6	20.5	16.3	16.2	(4.3)
Project Reserves		0.1	0.8	0.9	-	5.2	4.3
Total		25.0	-	25.0	19.6	25.0	-
Richmond Parkway Project (RM 1 Share Only)	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	4.3	5.9	-
Total		5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening	**See note [2] below**						
Capital Outlay Support		34.6	(0.3)	34.3	34.1	34.3	-
Capital Outlay Construction		180.2	-	180.2	174.1	176.2	(4.0)
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)
Project Reserves		1.5	0.3	1.8	-	0.8	(1.0)
Total		217.8	-	217.8	208.7	211.9	(5.9)
I-880/SR-92 Interchange Reconstruction	**EA's 23317_, 01601_, and 01602_**						
Capital Outlay Support		28.8	26.2	55.0	43.1	55.0	-
Capital Outlay Construction							
BATA Funding		85.2	60.2	145.4	42.9	145.4	-
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	60.2	155.0	42.9	155.0	-
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.6	16.9	-
Project Reserves		0.3	17.8	18.1	-	18.1	-
Total		133.8	111.2	245.0	97.6	245.0	-
Bayfront Expressway Widening	**EA's 00487_, 01511_, and 01512_**						
Capital Outlay Support		8.6	(0.3)	8.3	8.3	8.2	(0.1)
Capital Outlay Construction		26.5	-	26.5	24.9	26.5	-
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	0.3	1.1	-	1.1	-
Total		36.1	-	36.1	33.4	36.0	(0.1)
US 101/University Avenue Interchange Modification	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
Total		3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support		358.3	55.0	413.3	391.7	412.6	(0.7)
Subtotal BATA Capital Outlay Construction		1,569.8	231.0	1,800.8	1,620.4	1,785.8	(15.0)
Subtotal Capital Outlay Right-of-Way		42.5	6.9	49.4	39.1	48.5	(0.9)
Subtotal Non-BATA Capital Outlay Support		14.0	1.2	15.2	16.7	17.0	1.8
Subtotal Non-BATA Capital Outlay Construction		92.4	9.5	101.9	82.9	101.9	-
Project Reserves		35.6	20.2	55.8	-	50.6	(5.2)
Total RM1 Program		**2,112.6**	**323.8**	**2,436.4**	**2,150.8**	**2,416.4**	**(20.0)**

Notes:

[1] Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

[2] San Mateo-Hayward Bridge Widening Includes EA's 00305_, 04501_, 04502_, 04503_, 04504_, 04505_, 04506_, 04507_, 04508_, 04509_, 27740_, 27790_, 04860_

Note: Details may not sum to totals due to rounding effects.

Appendix H: Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

The following information is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production, is $1,574,873.73.

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ITEM 3: PROGRESS REPORTS

b. Draft December 2008 Monthly Progress Report

Toll Bridge Seismic Retrofit and Regional Measure 1 Programs

Monthly Progress Report
December 2008

Bay Area Management Consultants
An Association of URS Corporation and Hatch Mott MacDonald

Version 1.0

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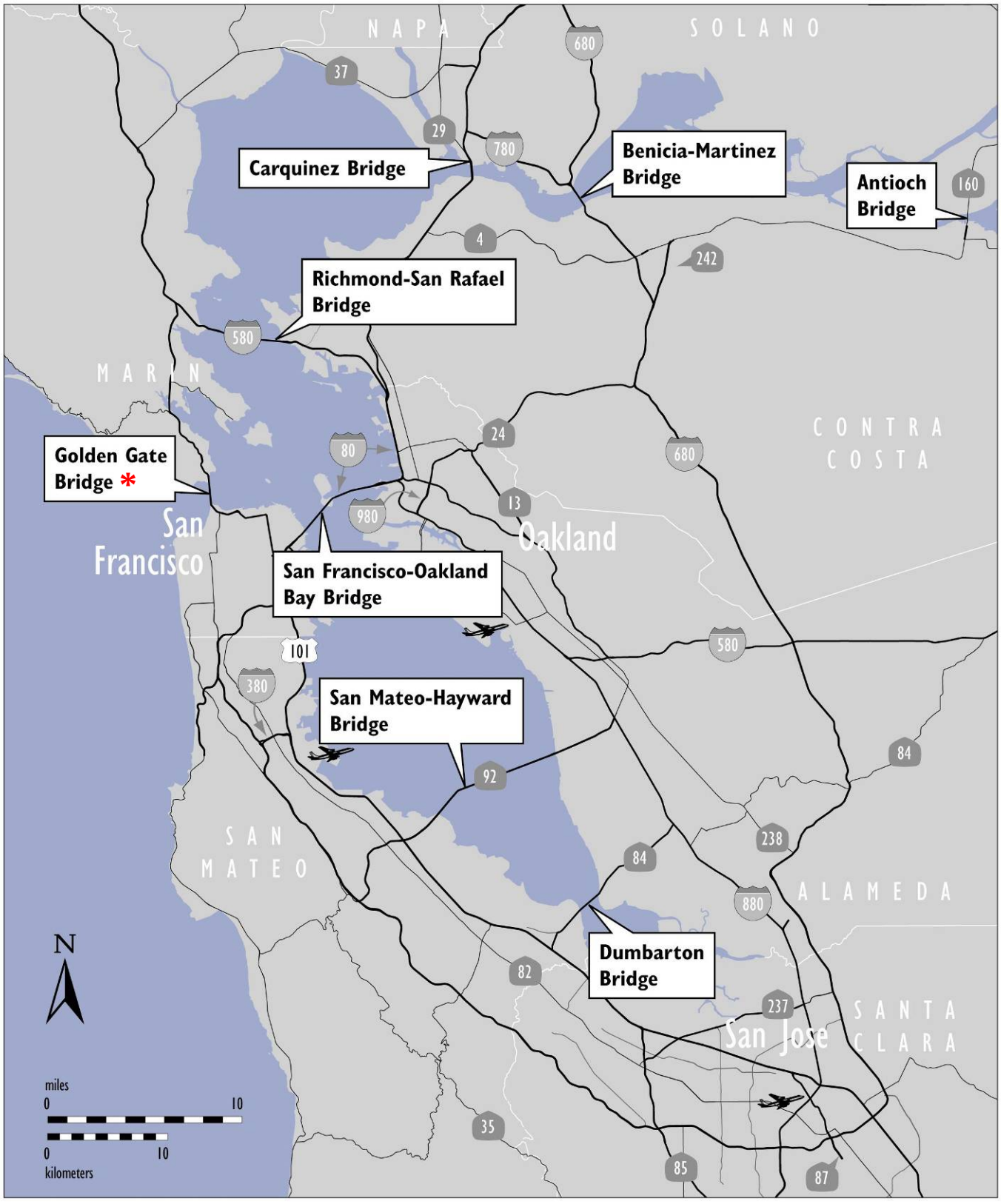
Toll Bridges of the San Francisco Bay Area



* *Under the jurisdiction of the Golden Gate Bridge, Highway and Transportation District*

INTRODUCTION

In July 2005, Assembly Bill 144, (AB 144) Hancock created the Toll Bridge Project Oversight Committee (TBPOC) to implement a project oversight and project control process for the state Toll Bridge Seismic Retrofit Program projects and the Benicia-Martinez Bridge project. The TBPOC comprises the Director of the California Department of Transportation (Caltrans), the Executive Director of the Bay Area Toll Authority (BATA) and the Director of the California Transportation Commission (CTC). The TBPOC's project oversight and control processes include, but are not limited to, reviewing bid specifications and documents, providing field staff to review ongoing costs, reviewing and approving significant change orders and claims in excess of $1 million (as defined by the committee) and preparing project reports.

AB 144 identified the Toll Bridge Seismic Retrofit Program and the new Benicia-Martinez Bridge Project as being under the direct oversight of the TBPOC. The Toll Bridge Seismic Retrofit Program includes:

Toll Bridge Seismic Retrofit Projects	Seismic Safety Status
San Francisco-Oakland Bay Bridge East Span Replacement	Construction
San Francisco-Oakland Bay Bridge West Approach Replacement	Construction/Open
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit	Complete
San Mateo-Hayward Bridge Seismic Retrofit	Complete
Richmond-San Rafael Bridge Seismic Retrofit	Complete
Eastbound Carquinez Bridge Seismic Retrofit	Complete
New Benicia-Martinez Bridge Seismic Retrofit	Complete
San Diego-Coronado Bridge Seismic Retrofit	Complete
Vincent Thomas Bridge Seismic Retrofit	Complete

The new Benicia-Martinez Bridge is part of a larger program of toll-funded projects, called the Regional Measure 1 (RM1) Toll Bridge Program, under the responsibility of the BATA. While the rest of the projects in the RM1 program are not directly under the responsibility of the TBPOC, BATA and Caltrans will continue to report on their progress as an informational item. The RM1 program includes:

RM1 Projects	Open to Traffic Status
Interstate 880/State Route 92 Interchange Reconstruction	Construction/Open
Old Benicia-Martinez Bridge Reconstruction	Construction/Open
New Benicia-Martinez Bridge	Open
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	Open
Richmond-San Rafael Bridge Trestle, Fender & Deck Joint Rehabilitation	Open
Westbound Carquinez Bridge Replacement	Open
San Mateo-Hayward Bridge Widening	Open
State Route 84 Bayfront Expressway Widening	Open
Richmond Parkway	Open

This report focuses on identifying critical project issues and monitoring project cost and schedule performance for the projects as measured against approved budgets and schedule milestones. This report is intended to fulfill Caltrans' requirement to provide monthly project progress reporting to the TBPOC under Section 30952.05 of the Streets and Highway Code.

EXECUTIVE SUMMARY

Toll Bridge Seismic Retrofit Program—Cost ($ Millions)

Project	Work Status	AB 144 / SB 66 Budget (07/20/05)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (11/2008)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
SFOBB East Span Replacement Project								
Capital Outlay Support		959.3	-	959.3	659.9	977.1	17.8	●
Capital Outlay Construction		-	-	-	-	-	-	
Skyway	Complete	1,293.0	(38.9)	1,254.1	1,236.6	1,254.1	-	●
SAS E2/T1 Foundations	Complete	313.5	(32.6)	280.9	275.0	280.9	-	●
SAS Superstructure	Construction	1,753.7	-	1,753.7	554.7	1,767.4	13.7	●
YBI Detour	Design/Const	132.0	310.2	442.2	240.6	461.2	19.0	●
YBI Transition Structures		299.3	(23.2)	276.1	-	276.1	-	●
* YBITS Contract No. 1	Design	-	-	-	-	214.3	-	
* YBITS Contract No. 2	Design	-	-	-	-	58.5	-	
* YBITS Contract No. 3 - Landscape	Design	-	-	-	-	3.3	-	
Oakland Touchdown (OTD)		283.8		283.8	129.3	302.5	18.7	
* OTD Submarine Cable	Complete	-	-	-	7.9	9.6	-	●
* OTD No. 1 (Westbound)	Construction	-	-	-	121.4	226.5	-	●
* OTD No. 2 (Eastbound)	Design	-	-	-	-	62.0	-	●
* OTD Electrical Systems	Design		-		-	4.4		●
Existing Bridge Demolition	Design	239.2	-	239.2	-	222.0	(17.2)	●
Stormwater Treatment Measures	Complete	15.0	3.3	18.3	16.6	18.3	-	●
East Span Completed Projects		90.3	-	90.3	89.2	90.3	-	
Right-of-Way and Environmental Mitigation		72.4	-	72.4	39.3	72.4	-	●
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)	
Total SFOBB East Span Replacement Project		5,486.6	215.5	5,702.1	3,241.9	5,730.0	27.9	
SFOBB West Approach Replacement	Construction							●
Capital Outlay Support		120.0	-	120.0	110.9	120.0	-	
Capital Outlay Construction		309.0	24.7	333.7	297.9	350.7	17.0	●
Total SFOBB West Approach Replacement		429.0	24.7	453.7	408.8	470.7	17.0	
Richmond-San Rafael Bridge Retrofit	Complete	-	-	-	-	-		●
Capital Outlay Support		134.0	(7.0)	127.0	126.7	127.0	-	
Capital Outlay Construction & Right-of-Way		780.0	(90.5)	689.5	668.1	689.5	-	
Total Richmond-San Rafael Bridge Retrofit		914.0	(97.5)	816.5	794.8	816.5	-	
Program Completed Projects	Complete						-	
Capital Outlay Support		219.8	-	219.8	219.4	219.8	-	
Capital Outlay Construction		705.6	-	705.6	699.0	705.6	-	
Total Program Completed Projects		925.4	-	925.4	918.4	925.4		
Miscellaneous Program Costs		30.0	-	30.0	24.7	30.0	-	
Program Contingency		900.0	(142.7)	757.3	-	712.4	-	
Total Toll Bridge Seismic Retrofit Program		8,685.0	-	8,685.0	5,388.6	8,685.0	-	
							-	

● *Within Approved Current Schedule and Budget*
● *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*
● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

**Current contract allotment to install two submarine electrical cables is $11.5 million. Additional non-program funding to support this allocation beyond the $9.6 million of available program funds has been made available by the Treasure Island Development Authority.*

Toll Bridge Seismic Retrofit Program—Schedule

Project	AB 144 / SB 66 Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2008)	Project Complete Schedule Forecast (11/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e – d	g	h
SFOBB East Span Replacement Project							
Skyway	Apr 07	8	Dec 07	Dec 07	-	●	See page 10.
SAS E2/T1 Foundations	Jun 08	(3)	Mar 08	Jan 08	(2)	●	
SAS Superstructure	Mar 12	12	Mar 13	Mar 13	-	●	See discussion on page 12.
YBI Detour	Jul 07	36	Jun 10	Jun 10	-	●	See discussion on pages 16.
YBI Transition Structures	Nov 13	12	Nov 14	Nov 14	-	●	
Oakland Touchdown (OTD)	Nov 13	12	Nov 14	Nov 14	-	●	See Note.
• OTD Submarine Cable	n/a	-	Jan 08	Jan 08	-	●	
• OTD Westbound	n/a	-	Jan 10	Jan 10	-	●	
• OTD Eastbound	n/a	-	Nov 14	Nov 14	-	●	
Existing Bridge Demolition	Sep 14	12	Sep 15	Sep 15	-	●	See Note.
Stormwater Treatment Measures	Mar 08	-	Mar 08	Mar 08	-	●	
♦ Open to Traffic Date: Westbound	Sep 11	12	Sep 12	Sep 12	-	●	See Note.
♦ Open to Traffic Date: Eastbound	Sep 12	12	Sep 13	Sep 13	-	●	See Note.
SFOBB West Approach Replacement	Aug 09	-	Aug 09	Jan 09	(7)	●	
♦ Open to Traffic Date: Mainline Realignment	n/a	-	Apr 08	Apr 08	-	●	Opened to traffic April 12, 2008
Richmond-San Rafael Bridge							
• Seismic Retrofit	Aug 05	-	Aug 05	Oct 05	2	●	Seismic retrofit completed July 29, 2005. Formal acceptance of contract October 28, 2005. $89 million has been transferred to Program Contingency.
• Public Access Project	n/a	-	May 07	Sept 07	4	●	See page 33.

Note: Schedules for selected projects and the Open to Traffic dates were extended by 12 months from the AB144/SB66 baseline schedule due to Addenda #5 and #7 on the SAS Superstructure contract.

Regional Measure 1 Program—Cost ($ Millions)

Project	Work Status	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast*	At-Completion Variance	Cost Status
a	b	c	d	e = c + d	f	g	h = g - e	i
New Benicia-Martinez Bridge Project	Construction							●
Capital Outlay Support		157.1	35.2	192.3	184.1	192.3	-	-
Capital Outlay Construction		861.6	173.5	1,035.1	973.8	1,035.1	-	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	16.9	20.3	-	-
Project Reserve		20.8	4.0	24.8	-	24.8	-	-
Total New Benicia-Martinez Bridge Project		1,059.9	212.6	1,272.5	1,174.8	1,272.5	-	-
Carquinez Bridge Replacement Project	Complete							●
Capital Outlay Support		124.4	(0.2)	124.2	123.7	123.9	(0.3)	
Capital Outlay Construction		381.2	3.2	384.4	378.8	384.5	0.1	
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-	
Project Reserve		12.1	(3.0)	9.1	-	0.3	(8.8)	
Total Carquinez Bridge Replacement Project		528.2	-	528.2	512.4	519.2	(9.0)	
I-880/SR-92 Interchange Reconstruction	Construction							●
Capital Outlay Support		28.8	26.2	55.0	43.1	55.0	-	-
Capital Outlay Construction		94.8	60.2	155.0	42.9	155.0	-	-
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.6	16.9	-	-
Project Reserve		0.3	17.8	18.1	-	18.1	-	-
Total I-880/SR-92 Interchange Reconstruction		133.8	111.2	245.0	97.6	245.0	-	-
Program Completed Projects	Complete							
Capital Outlay Support		62.0	(5.0)	57.0	57.5	58.8	1.8	-
Capital Outlay Construction		324.4	3.6	328.0	308.0	313.0	(15.0)	-
Capital Outlay Right-of-Way		1.7	-	1.7	0.5	0.8	(0.9)	-
Project Reserve		2.6	1.4	4.0	-	7.1	3.1	-
Total Program Completed Projects		390.7	-	390.7	366.0	379.7	(11.0)	-
Total Regional Measure 1 Program		2,112.6	323.8	2,436.4	2,150.8	2,416.4	(20.0)	-

● *Within Approved Current Schedule and Budget*

● *Potential Cost and Schedule Impacts: Possible future need for Program Contingency Allocation*

● *Known Cost and Schedule Impacts: Request for Program Contingency Allocation forthcoming*

Notes: *Details may not sum to totals due to rounding effects.*

Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.

Regional Measure 1 Program—Schedule

Project	BATA Project Complete Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2008)	Project Complete Schedule Forecast (11/2008)	Schedule Variance (Months)	Schedule Status	Remarks
a	b	c	d = b + c	e	f = e - d	g	h
New Benicia-Martinez Bridge Project							
• Existing Bridge & Interchange Modifications	Dec 09	-	Dec 09	Dec 09	-	●	
• Open to Traffic Date	Dec 07	-	Aug 07	Aug 07	-	●	
I-880/SR-92 Interchange Reconstruction	Dec 10	-	Jun 11	Jun 11	-	●	Contract was awarded on August 28, 2007 with the approval of the state budget.

Highlights of Project/Program Activities and TBPOC Actions for December 2008

Toll Bridge Seismic Retrofit Program

SFOBB East Span Seismic Replacement Project

- On the San Francisco-Oakland Bay Bridge West Approach Replacement Project, Caltrans and its contractors opened the Sterling Street on-ramp on its final alignment to eastbound I-80. By the end of the year, Caltrans will reach seismic safety on the approach and re-open the Harrison Street off-ramp from westbound I-80 to San Francisco. In November, the TBPOC approved a budget change and supplemental allocation request for the project to fund final close-out costs. These costs will be partially offset later by savings from the sale of excess right-of-way. BATA is requested to take action on this item in December.

- On the San Francisco-Oakland Bay Bridge East Span Replacement Project, fabrication of the towers, roadway decks, and saddles continue in Asia. Temporary support structures are being erected in the Bay and on Yerba Buena Island to support the new east span. The detour viaduct construction continues with erection of the west tie-in and viaduct structures and fabrication of the east tie-in roll-in viaduct and support structures. On the Oakland Touchdown #1 contract, foundations for the westbound structure have been constructed. The superstructure work is in progress with the first superstructure concrete work to begin in December 2008. Foundations are being installed for the eastbound structure.

Interstate 880/State Route 92 Interchange Reconstruction Project

- On the Interstate 880/State Route 92 Interchange Project, Caltrans and its contractor successfully implemented a temporary traffic split of eastbound SR-92 at Hesperian Boulevard. The traffic split facilitates construction of the new fly-over structure from eastbound SR-92 to northbound I-880. The new fly-over is expected to open the spring of 2009 under a temporary alignment as other work is completed at the interchange.

(6.1) *Interstate 880/SR 92 Interchange Progress*

PROJECT / CONTRACT REPORTS

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

- Skyway Contract
- Self-Anchored Suspension (SAS) E2/T1 Foundations Contract
- Self-Anchored Suspension (SAS) Superstructure Contract
- Yerba Buena Island (YBI)

Yerba Buena Island (YBI) Detour Contract

Yerba Buena Island (YBI) Transition Structure Contracts

- Oakland Touchdown (OTD)

Oakland Touchdown (OTD) Submarine Cable Relocation Contract

Oakland Touchdown (OTD) #1 Contract

Oakland Touchdown (OTD) #2 Contract

- Other Major Contracts
- Other Contracts and Related Project Work

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Other Completed Seismic Retrofit Projects

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Summary

Project Description: The East Span will be seismically retrofitted through the complete replacement of the existing span. The remaining effort for this project consists of the following contracts: SAS Superstructure—construction of a self-anchored 385-meter main span superstructure incorporating a 160-meter fabricated structural steel tower with a main cable and inclined suspenders that will support steel orthotropic box girder decks; Yerba Buena Island (YBI) Detour—design and construction of a temporary double-deck bypass structure that will detour traffic to the existing SFOBB, while completing the westerly permanent tie-in structure of the new East Span at Yerba Buena Island; YBI Structures—construction of a new structure connecting the western end of the self-anchored suspension to the Yerba Buena Island viaduct, which will be retrofitted; Oakland Touchdown—at the Oakland end of the East Span, construction of two parallel, cast-in-place post-tensioned concrete viaducts, which join the Skyway to the at-grade Oakland approach fill; and Existing Bridge Demolition—demolition of the existing 1936 SFOBB East Span structure after the construction and placement of traffic onto the new East Span.

SFOBB East Span Replacement Cost Summary ($ Millions)

Contract	AB 144/ SB 66 Budget	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	959.3	-	959.3	659.9	977.1	17.8
Capital Outlay	-	-	-	-	-	-
Skyway	1,293.0	(38.9)	1,254.1	1,236.6	1,254.1	-
SAS E2/T1 Foundations	313.5	(32.6)	280.9	275.0	280.9	-
SAS Superstructure	1,753.7	-	1,753.7	554.7	1,767.4	13.7
YBI Detour	132.0	310.2	442.2	240.6	461.2	19.0
YBI Transition Structures	299.3	(23.2)	276.1	-	276.1	-
* YBITS 1	-	-	-	-	214.3	-
* YBITS 2	-	-	-	-	58.5	-
* YBITS 3 - Landscape	-	-	-	-	3.3	-
Oakland Touchdown	283.8	-	283.8	129.3	302.5	18.7
* OTD Submarine Cable	-	-	-	7.9	9.6	-
* OTD Westbound	-	-	-	121.4	226.5	-
* OTD Eastbound	-	-	-	-	62.0	-
* OTD Electrical Systems	-	-	-	-	4.4	-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	16.6	18.3	-
East Span Completed Projects	90.3	-	90.3	89.2	90.3	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	39.3	72.4	-
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
TOTAL	5,486.6	215.5	5,702.1	3,241.9	5,730.0	27.9

SFOBB East Span Replacement Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	-
YBI Detour*	July 2007	36	June 2010	June 2010	-
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-
SAS E2/T1 Foundations	June 2008	(3)	March 2008	January 2008	(2)
SAS Superstructure	March 2012	12	March 2013	March 2013	-
Oakland Touchdown (OTD)	November 2013	12	December 2014	December 2014	-
* OTD Submarine Cable	n/a	-	January 2008	January 2008	-
* OTD No. 1 (Westbound)	n/a	-	January 2010	January 2010	-
* OTD No. 2 (Eastbound)	n/a	-	November 2014	November 2014	-
YBI Transition Structure*	November 2013	12	November 2014	November 2014	-
Existing Bridge Demolition*	September 2014	12	September 2015	September 2015	-
Open to Traffic: Westbound	September 2011	12	September 2012	September 2012	-
Open to Traffic: Eastbound	September 2012	12	September 2013	September 2013	-

**Contract schedules being further assessed due to changes in SAS schedule.*

Project Status: Construction is complete for the Skyway, SAS E2/T1 Foundations and Stormwater Treatment Measures contracts. Construction is currently ongoing for the YBI Detour, SAS Superstructure, and OTD #1 (westbound) contracts. Contracts in design include the OTD #2 (eastbound), YBITS Contract #2 and the Existing Bridge Demolition contract. Design of each contract is proceeding per its schedule requirements. The YBI Transition Structure (YBITS) Contract #1 has been advertised.

Project Issues: All projects except Demolition have a Risk Response Team and a Risk Register incorporating quantitative risk analyses. A Risk Register has also been developed for Capital Outlay Support (COS) costs, as well as a program-level risk register that captures risks common to all project. The development of a quantitative COS risk analysis is ongoing and is trending higher COS costs for the project.

The Risk Response Team for COS is evaluating the program costs and developing response actions to mitigate. Many of the actions have been effective, as evidenced by a reduction of risk impacts on the Skyway and E2/T1 contracts from the previous quarter. The effort to develop and execute risk response actions to mitigate the cost and schedule impacts posed by risk issues continues to be a high priority.

Recent TBPOC Actions: See the following contract detail pages for specific TBPOC actions on the East Span contracts.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SKYWAY CONTRACT

Contract Description: On the SFOBB East Span Replacement Project, the Skyway contract constructed twin pre-cast concrete segmental bridges that will connect the Oakland approach traffic to the new SAS.

Skyway Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - Skyway						
Capital Outlay Support	197.0	(16.0)	181.0	180.9	181.0	-
Capital Outlay Construction	1,293.0	(38.9)	1,254.1	1,236.6	1,254.1	-
TOTAL	1,490.0	(54.9)	1,435.1	1,417.5	1,435.1	-

Note: Details may not sum to totals due to rounding effects.

Skyway Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
East Span - Skyway	April 2007	8	December 2007	December 2007	-

Contract Status:

- The contract was substantially completed by the end of 2007 and Caltrans accepted the Skyway Contract on March 24, 2008 upon completion of final punchlist items.

Contract Issues: None.

Recent TBPOC Actions: None.

(10.1) *Rendering of the Completed East Span*

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SELF-ANCHORED SUSPENSION (SAS) E2/T1 FOUNDATIONS CONTRACT

Contract Description: The Self Anchored Suspension (SAS) Span E2/T1 Foundation contract constructed the main tower foundation at location T1 and the foundations and columns of the first pier east of the main tower at location E2 in San Francisco Bay. The foundations and columns of the first pier west of the main tower located at W2 on Yerba Buena Island were completed under a separate earlier contract.

SAS E2/T1 Foundations Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS E2 / T1 Foundations						
Capital Outlay Support	52.5	(21.5)	31.0	28.3	31.0	-
Capital Outlay Construction	313.5	(32.6)	280.9	275.0	280.9	-
TOTAL	366.0	(54.1)	311.9	303.3	311.9	-

Note: Details may not sum to totals due to rounding effects.

SAS E2/T1 Foundations Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
East Span - SAS E2 / T1 Foundations	June 2008	(3)	March 2008	January 2008	(2)

Contract Status:

- The SAS E2/T1 Marine Foundations Contract was completed and accepted by Caltrans on January 18, 2008. With completion of this contract, all foundations for the SAS have now been completed.

Contract Issues: None.

Recent TBPOC Actions: None.

(11.1) *SAS E2 Crossbeam Falsework*

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

SELF-ANCHORED SUSPENSION (SAS) SUPERSTRUCTURE CONTRACT

Contract Description: The Self-Anchored Suspension (SAS) Superstructure contract constructs a signature tower span between the Skyway and the Yerba Buena Island transition structure. Work on the SAS bridge has been split between three contracts—the SAS Superstructure (under construction), the SAS E2/T1 Foundation (completed), and the SAS W2 Foundation (completed).

SAS Superstructure Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
East Span - SAS Superstructure						
Capital Outlay Support	214.6	-	214.6	113.8	214.6	-
Capital Outlay Construction	1,753.7	-	1,753.7	554.7	1,767.4	13.7
TOTAL	1,968.3	-	1,968.3	668.5	1,982.0	13.7

Note: Details may not sum to totals due to rounding effects.

SAS Superstructure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
East Span - SAS Superstructure	March 2012	12	March 2013	March 2013	-

Contract Status:

- As of November 2008, the SAS bridge contract was 36% completed based on the expended value of the contract.
- Ongoing field and marine work includes the construction of the permanent bent caps E2 & W2 to be completed in early 2009, and temporary structures A, B, C, D, F, G **(see the SAS progress diagram on page 15)** eastbound and westbound that will support the steel bridge deck of the SAS structure during construction. Completion of all temporary foundation structures is expected in the summer of 2009.
- Fabrication of the towers, roadway decks, and saddles continue in Asia. Temporary support structures are being erected in the Bay and on Yerba Buena Island to support the new east span.
- A large barge-mounted crane will be used to erect the new bridge. The barge was completed in Portland, Oregon and shipped to China in April 2008 for fitting with the crane. The completed crane barge will arrive in the Bay Area in February of 2009.

Contract Issues:

Issue	Mitigating Action
The SAS contractor has stated that the fabrication schedule for the Orthotropic Box Girder (OBG) is up to six months behind schedule. While not yet on the critical path for the project, this delay may increase and result in additional cross-impacts to the corridor schedule.	Caltrans has established a construction team to monitor fabrication. The TBPOC is working closely with the contractor to evaluate and identify possible mitigation measures for the schedule delay.

Recent TBPOC Actions: None.

(13.1) *Aerial View Looking towards the East Span*

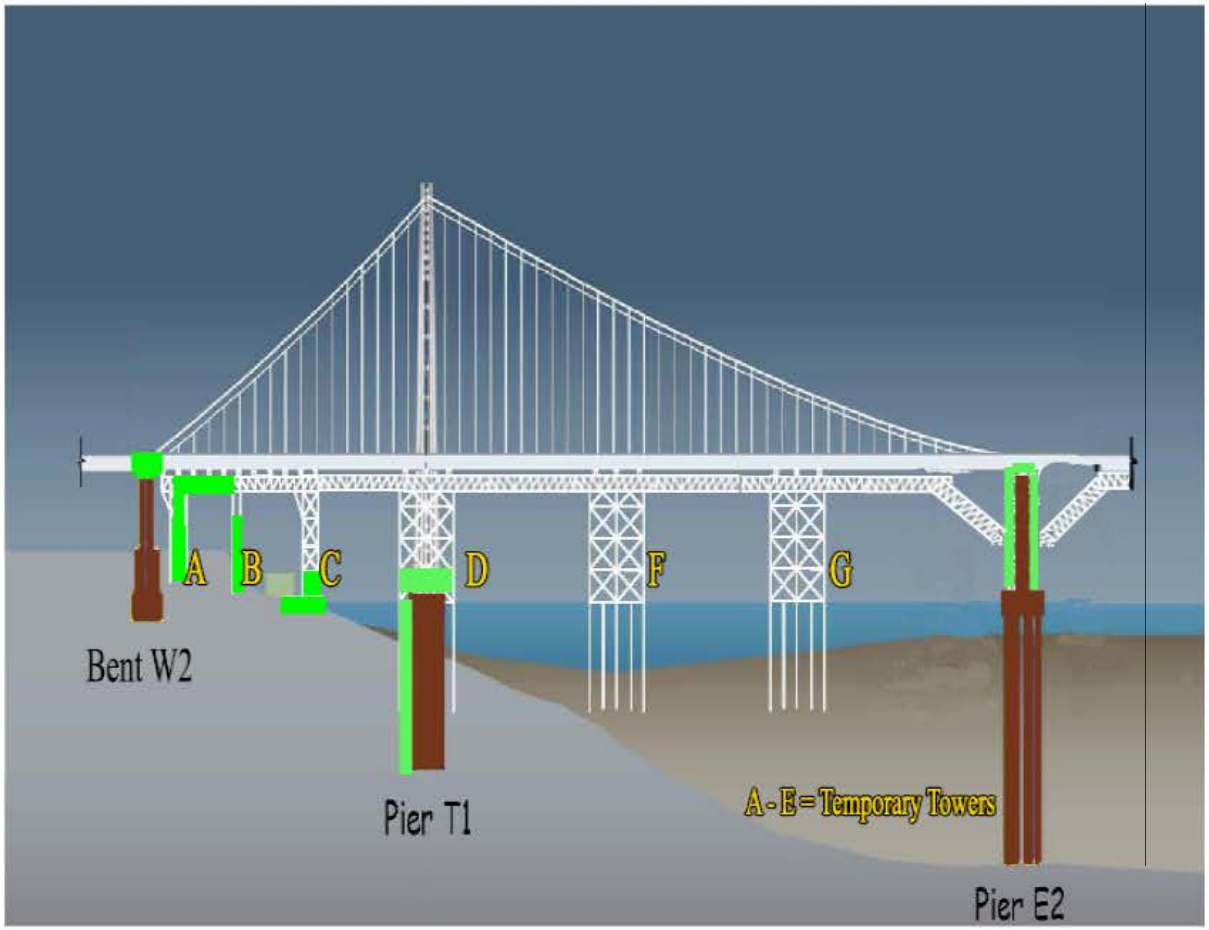
Contract Photographs from Changxing Island, China

(14.1) *OBG and Temporary Works*

(14.2) *Tower Leg*

(14.3) *Inside Shaft E1*

SAS Superstructure Construction Progress



SAS field work to be completed

SAS field work in progress

Completed field work under prior W2 and E2/T1 contracts

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

YERBA BUENA ISLAND DETOUR (YBID)

Contract Description: The YBI Detour constructs a temporary detour from the YBI tunnel to the existing east span of the Bay Bridge. This detour maintains traffic on the existing bridge while the YBI Transition Structure Contract completes the tie-in from the SAS to the existing tunnel.

YBI Detour Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
YBI Detour						
Capital Outlay Support	29.4	36.6	66.0	51.6	66.0	-
Capital Outlay Construction	132.0	310.2	442.2	240.6	461.2	19.0
TOTAL	161.4	346.8	508.2	292.2	527.2	19.0

Note: Details may not sum to totals due to rounding effects.

YBI Detour Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
YBI Detour *	July 2005	40	June 2010	June 2010	-

** Contract schedule under assessment. See Contract Issues on the following page.*

Contract Status:

- The TBPOC has approved a number of scope and schedule changes to better time the opening of the detour with the current revised project schedule. Along with pacing the construction of the detour bridge for an opening in mid to late 2009, select bridge work for the Yerba Buena Island transition structures was advanced on the detour contract to minimize construction schedule delay risks from construction delays on bridge foundations.

- The detour viaduct construction continues with erection of the west tie-in and viaduct structures and fabrication of the east tie-in roll-in viaduct and support structures **(see photos on the following page).**

- The east tie-in to the existing bridge support foundation system is currently being constructed on Yerba Buena Island, while fabrication of the roll-inn structures (skid beams and truss) has started in Arizona and Washington. The east tie-in field work is 40% complete as of November 2008.

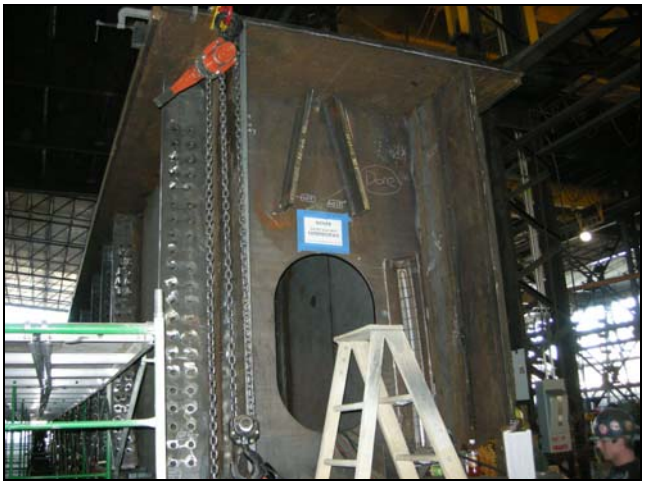
- The advanced work on the substructures foundations and columns **(see photo #17.4) On** the Yerba Buena Island Transition contract is continuing. As of November 2008, 60% of the advanced work has been completed.

Recent TBPOC Actions: None.

Contract Issues: None.

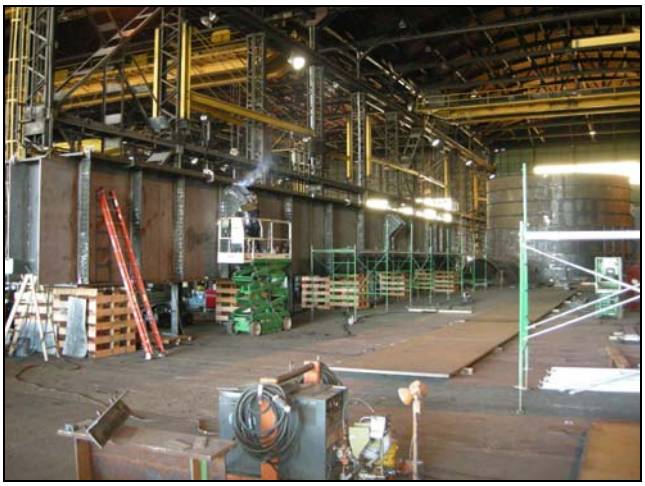
Issue	Mitigating Action
Caltrans will need to negotiate a number of contract change orders to implement the aforementioned changes to the contract.	The TBPOC has approved a plan of action to implement the changes. Caltrans is currently negotiating outstanding contract changes.

Contract Photographs



(17.1) *Fabrication of Temporary Steel Support Structures*

(17.2) *Fabrication of Temporary Steel Support Structures*



(17.3) *Fabrication of Temporary Steel Support Structures*

(17.4) *Fabrication of Temporary Steel Support Structures*

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

YBI TRANSITION CONTRACTS (YBITS)

Contract Description: The YBI Transition Structure contracts will construct the mainline YBI Transition Structures (YBITS) that will connect the SAS portion of the new bridge to the newly rolled in WTI Phase I structure. YBITS #1 will construct the mainline approach structure from the new bridge to the WTI Phase I structure. YBITS #2 will demolish the YBI Detour temporary structure, complete the new eastbound on-ramp, reconstruct local affected facilities at YBI and complete the bike path from the SAS to YBI (except for a section of the path that conflicts with existing column E1). That section of the path is contemplated to be completed in the demolition contract. A YBI landscaping contract will restore slopes and vegetation in areas affected by the YBI construction.

YBI Transition Structure Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	78.7	-	78.7	22.2	78.7	-
Capital Outlay Construction	-	-	-	-	-	-
YBITS Contract #1	-	-	-	-	-	-
YBITS Contract #2	-	-	-	-	-	-
YBITS Contract #3 - Landscape	-	-	-	-	-	-
Total Capital Outlay Construction	299.3	(23.2)	276.1	-	276.1	-
TOTAL	378.0	(23.2)	354.8	22.2	354.8	-

Note: Details may not sum to totals due to rounding effects.

YBI Transition Structure Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (06/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
YBI Transition Structure	November 2013	12	November 2014	November 2014	-

Contract Status:

- The Yerba Buena Transition Structure #1 contract was advertised in August 2008. Caltrans held a contractor's outreach for the contract in September 2008. An addendum was issued on October 24 to change the bid opening date from January 13, 2009 to July 13, 2009.
- The remaining Yerba Buena Island bridge contracts will be advertised at a later date per the project schedule requirement.
- Some foundations and columns for the transition structure are currently being installed by the YBID contract (see photos #19.1 through #19. 4 and the Project Progress Diagram in Appendix D).

Contract Issues: None.

Recent TBPOC Actions: None.

Contract Photographs

(19.1) *YBITS Column W3L Complete*

(19.2) *YBITS Column W3R*

(19.3) *YBITS W4R Column Complete*

(19.4) *YBITS W7 revised Soil Nail Wall*

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OAKLAND TOUCHDOWN CONTRACTS

Contract Descriptions: The Oakland Touchdown #1 Contract includes construction of all marine foundations and land foundations (except for the eastbound abutment), westbound bridge section, and one frame of the eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza. The Oakland Touchdown #2 Contract includes construction of the remaining eastbound bridge section and roadway approach for the section connecting the new Skyway portion to the roadway west of the Oakland Toll Plaza. This work would occur once the westbound traffic is shifted onto the new westbound bridge, including the SAS. The Submarine Cable Relocation Contract replaced the existing submarine electrical cable from Oakland to Treasure Island and was completed ahead of the OTD Contract #1, which avoided potential construction conflicts.

Oakland Touchdown Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (09/2008)	Cost Forecast (10/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	74.4	-	74.4	45.7	92.1	17.7
Capital Outlay Construction	-	-	-	-	-	-
OTD Submarine Cable	-	-	-	-	-	-
Oakland Touchdown #1	-	-	-	-	-	-
Oakland Touchdown #2	-	-	-	-	62.0	-
Oakland Touchdown Electrical	-	-	-	-	4.4	-
Total Capital Outlay Construction	283.8	-	283.8	129.3	303.5	18.7
TOTAL	358.2	-	358.2	175.0	394.6	36.4

Note: Details may not sum to totals due to rounding effects. The allocation of AB144/SB 66 budgets is proceeding. Budget amount is TBD. Overall OTD budgets and forecasts are shown on page 2.

Oakland Touchdown Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (6/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
OTD Submarine Cable	-	-	January 2008	January 2008	-
Oakland Touchdown #1	-	-	January 2010	January 2010	-
Oakland Touchdown #2	-	-	November 2014	November 2014	-

Contract Status

- The Oakland Touchdown #1 contract was 64% completed based on the expended value of the contract as of the end of November 2008 **(see progress diagram in Appendix E).**
- On the westbound approach bridge, the contractor has completed all foundation work and is now proceeding on the installation of temporary support falsework and soffit deck for the superstructure. Installation of reinforcing steel on the deck has started, with the first concrete pour scheduled by the end of December 2008.
- Work is ongoing on the foundation and columns for the eastbound approach bridge **(see photo #'s 21.1through #21.4 on the facing page).**
- Foundation work for the new mole substation has been completed and manhole and conduit installation has begun.

- The submarine cable relocation contract was competed in January 2008. The Oakland Touchdown #2 contract is in design and will be advertised at a later date per the project schedule.

Contract Issues: Due to ISD issues, there is a potential delay of six months to project completion date. Caltrans and the contractor are discussing delay costs and investigating mitigation measures. There is no corridor schedule impact due to this issue.

Recent TBPOC Actions: None.

Contract Photographs

(21.1) *OTD1 E20R Column and Footing Rebar*

(21.2) *OTD1 Mole Substation Foundation*

(21.3) *OTD1 Pier E17R*

(21.4) *Westbound Superstructure Work*

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OTHER CONTRACTS

Contract Descriptions: Other major contracts include the Stormwater Treatment Measures contract, which implements best practices for storm water runoff treatment at the SFOBB toll plaza and approaches to the SFOBB toll plaza, and the Existing Bridge Demolition contract, which implements the complete removal of the existing 1936 east span following the opening of the new bridge.

Other Major Contracts Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (6/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	85.7	2.0	87.7	8.4	87.7	-
Capital Outlay Construction	-	-	-		-	-
Existing Bridge Demolition	239.2	-	239.2	-	222.0	(17.2)
StormwaterTreatment Measures	15.0	3.3	18.3	16.6	18.3	-
Total Capital Outlay Construction	254.2	3.3	257.5	16.6	240.3	(17.2)
TOTAL	339.9	5.3	345.2	25.0	328.0	(17.2)

Note: Details may not sum to totals due to rounding effects.

Other Major Contracts Schedule Summary

Contract	AB 144/SB 66 Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)	% Design Comp.
Existing Bridge Demolition	September 2014	12	September 2015	September 2015	-	10
Stormwater Treatment Measures	March 2008	-	March 2008	March 2008	-	N/A

Contract Status:

Stormwater Treatment Measures: The contract was accepted in December 2007.

Bridge Demolition: Design work has been temporarily suspended to assign engineering resources to higher priority tasks, and will resume at a later time. The contract schedule completion date has been extended by 12 months due to a 12-month SAS contract extension. The $17.2 million decrease in construction costs for the Existing Bridge Demolition contract is due to a re-evaluation of cost escalation rates for the contract.

Contract Issues: None.

Recent TBPOC Actions: None

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project

OTHER COMPLETED CONTRACTS AND RELATED WORK

Summary Description: Substantial work has already been performed on the SFOBB East Span Replacement project to facilitate construction of the mainline construction contracts.

Other Contracts and Related Work Cost Summary ($ Millions)

Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	227.0	(1.0)	226.0	209.0	226.0	-
Right-of-Way and Environmental Mitigation	72.4	-	72.4	39.3	72.4	-
Capital Outlay Construction	-	-	-	-	-	-
SAS W2 Foundations	26.4	-	26.4	25.8	26.4	-
YBI/SAS Archaeology	1.1	-	1.1	1.1	1.1	-
YBI - USCG Road Relocation	3.0	-	3.0	2.8	3.0	-
YBI - Substation and Viaduct	11.6	-	11.6	11.3	11.6	-
Oakland Geofill	8.2	-	8.2	8.2	8.2	-
Pile Installation Demonstration Project	9.2	-	9.2	9.2	9.2	-
Existing East Span Retrofit	30.8	-	30.8	30.8	30.8	-
Total Capital Outlay Construction Completed	90.3	-	90.3	89.2	90.3	-
TOTAL	389.7	(1.0)	388.7	337.5	388.7	-

Note: Details may not sum to totals due to rounding effects.

Other Contracts and Related Work Schedule Summary

Project	Actual Project Completion Date
Existing East Span Retrofit	March 1998
Interim Retrofit	July 2000
Pile Installation Demolition Project	December 2000
YBI / SAS Archaeology	January 2003
Oakland Geofill	April 2003
YBI – USCG Road Relocation	June 2004
SAS W2 Foundations	October 2004
YBI Substation and Viaduct	May 2005

Summary Status:

- Construction has been completed on the above-listed contracts. Caltrans continues to work with various environmental agencies to conduct compliance inspections and monitor and mitigate any environmental impacts from the project.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

San Francisco-Oakland Bay Bridge (SFOBB) West Approach Replacement Project

Project Description: The SFOBB West Approach Replacement Project will replace the entire west approach structure from 5th Street to the west anchorage of the existing west spans of the SFOBB while maintaining existing traffic lanes for the weekday commute.

SFOBB West Approach Replacement Cost Summary ($ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
West Approach						
Capital Outlay Support	120.0	-	120.0	110.9	120.0	-
Capital Outlay Construction	309.0	24.7	333.7	297.9	350.7	17.0
TOTAL	429.0	24.7	453.7	408.8	470.7	17.0

Note: Details may not sum to totals due to rounding effects.

SFOBB West Approach Replacement Schedule Summary

Project	AB 144/SB 66 Project Completion Baseline (07/2006)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
West Approach	August 2009	-	August 2009	January 2009	(7)
Open-to-Traffic Date: Mainline Realignment			April 2008	April 2008	-

Project Status:

- The project was 97% completed based on the expended value of the contract as of the end of November 2008.
- Caltrans and its contractors opened the Sterling Street on-ramp on its final alignment to eastbound I-80.
- By the end of 2008, Caltrans will reach seismic safety on the approach and re-open the Harrison Street off-ramp from westbound I-80 to San Francisco by the end of January 2009.
- In November, the TBPOC approved a budget change and supplemental allocation request for the project to fund final close-out costs. These costs will be partially offset later by savings from the sale of excess right-of-way. BATA is requested to take action on this item in December.

Project Issues: None.

Contract Issues: None.

Recent TBPOC Actions: Budget increase of $17.0 million was approved and close out of the project is forecasted by the end of January 2009.

Contract Photographs

(25.1) *The Bay Bridge West Approach Demolition Diagram*

(25.2) *The Bay Bridge West Approach Demolition Diagram*

Contract Photographs (Cont.)

(26.2) *Aerial Photographs of the West Approach Project*

(26.1) *The Demolition of the UFT Line*

(26.2) *The Demolition of the UFT Line*

Toll Bridge Seismic Retrofit Program

Other Completed Seismic Retrofit Projects

Summary Description: Caltrans has already completed the seismic retrofits of the West Spans of the SFOBB, the existing 1958 Carquinez Bridge, the existing Benicia-Martinez Bridge, the San Mateo-Hayward Bridge, the Richmond-San Rafael Bridge, and two former toll bridges in Southern California.

Other Completed Seismic Retrofit Projects Cost Summary ($ Millions)

Project	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Francisco-Oakland Bay Bridge West Span Seismic Retrofit Project	307.9	-	307.9	302.0	307.9	-
Carquinez Bridge Retrofit Project	114.2	-	114.2	114.2	114.2	-
Benicia-Martinez Bridge Retrofit Project	177.8	-	177.8	177.8	177.8	-
San Mateo-Hayward Bridge Retrofit Project	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit Project	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit Project	103.5	-	103.5	102.6	103.5	-
Richmond San Rafael Bridge (RSRB) Seismic Retrofit Project	914.0	(97.5)	816.5	794.8	816.5	-
TOTAL	1839.4	(97.5)	1,741.9	1,713.2	1,741.9	-

Note: Details may not sum to totals due to rounding effects. Capital Outlay Support and Capital Outlay have been combined.

Other Completed Seismic Retrofit Projects Schedule Summary

Project	Actual Project Completion Date
Vincent Thomas Bridge Retrofit	May 2000
San Mateo-Hayward Bridge Retrofit	June 2000
Carquinez Bridge Retrofit	January 2003
San Diego-Coronado Bridge Retrofit	June 2003
Benicia-Martinez Bridge Retrofit	August 2003
SFOBB West Span Seismic Retrofit	June 2004
RSRB Seismic Retrofit	August 2005

Summary Status: The budget and cost forecast amounts shown above include allowances for minor project closeout costs.

Contract Issues: None.

Recent TBPOC Actions: None.

Toll Bridge Seismic Retrofit Program

Other Toll Bridges

The Dumbarton Bridge

State Route 84 crosses the southern region of San Francisco Bay between the cities of Newark to the east and East Palo Alto to the west **(see photo #29.1).** The route consists of three lanes in each direction and an eight-foot bicycle/pedestrian lane. The annual average daily traffic (AADT) of the route is near 60,000. The bridge is over 2 km in length and is positioned in an approximately normal geometry between two seismic faults. The United States Geological Survey (USGS) reports that the San Andreas Fault, some 15 km to the west of the bridge, and the Hayward Fault, some 13 km to the east of the bridge, pose most of the significant seismic threat to the San Francisco Bay Area.

The Antioch Bridge

State Route 160 crosses the San Joaquin River between the city of Antioch and Sherman Island (leading to Rio Vista) via the Antioch Bridge **(see photo # 29.2).** The bridge carries a single lane of traffic in each direction. The AADT for the route is slightly over 10,000 vehicles per day. This bridge is threatened by the Bird's Landing Seismic Zone, Coast Range/Sierra Nevada Boundary Zone and the San Andreas Fault.

Current Progress

Work in the area of bridge structural engineering continues for both bridges. A strategy meeting took place on August 22, 2008 for both projects and consensus by the project teams recommended retrofit strategies for both bridges. Both the Dumbarton and Antioch Bridge seismic retrofit strategies include installation of isolation bearings and strengthening of the piers above the water line. The Dumbarton Bridge retrofit strategy also includes superstructure and deck modifications and additional strengthening of the over-land approach slab structures. The Antioch Bridge retrofit strategy also includes relatively minor modifications to the approach structure on Sherman Island. It was concluded at this meeting that foundation retrofit is not required for either bridge. The design teams presented their proposed strategy schemes and the results of their analysis to the Toll Bridge Seismic Safety Peer Review Panel on September 24, 2008. The design teams are currently preparing draft estimates based on the above retrofit strategies. The design teams met with the regulatory agencies to discuss the scope of work and the schedules, as well as the environmental issues affecting both bridges.

Risk management meetings were held on September 23, 2008 to discuss the risks associated with the retrofit strategy for each bridge. The environmental process is continuing for both projects and once the design/retrofit strategy is completed, all the permit applications will be submitted to the appropriate agencies for their approval **(see schedule in Appendix G).**

(29.1) *The Dumbarton Bridge*

(29.2) *The Antioch Bridge*

PROJECT / CONTRACT REPORTS

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

- New Benicia-Martinez Bridge Contract
- Other Contracts and Related Project Activities

Interstate 880/ State Route 92 Interchange Reconstruction

Other Completed Regional Measure 1 Projects

- San Mateo–Hayward Bridge Widening Project
- Richmond Parkway Project
- Bayfront Expressway Widening Project
- Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Project
- Richmond-San Rafael Bridge Deck Overlay Project
- New Carquinez Bridge Project

Regional Measure 1 Program

New Benicia-Martinez Bridge Project Summary

Project Description: The new Benicia-Martinez Bridge Project has constructed a new parallel bridge just east of the existing bridge. The project includes reconstructed interchanges to the north and south of the bridges and a new toll plaza and administration building in Martinez.

New Benicia-Martinez Bridge Project Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
Capital Outlay Support	157.1	35.2	192.3	184.1	192.3	-
Right-of-Way and Others	20.4	(0.1)	20.3	16.9	20.3	-
Capital Outlay	-	-	-	-	-	-
New Bridge	672.0	94.6	766.6	763.8	766.6	-
I-680/I-780 Interchange Replacement	76.3	26.9	103.2	98.8	103.2	-
I-680/Marina Vista Interchange Reconstruction	51.5	4.9	56.4	56.1	56.4	-
New Toll Plaza	24.3	2.0	26.3	23.4	26.3	-
Existing Bridge & Interchange Modifications	17.2	42.3	59.5	15.9	59.5	-
Other	20.3	2.8	23.1	15.8	23.1	-
Project Reserve	20.8	4.0	24.8	-	24.8	-
TOTAL	1,059.9	212.6	1,272.5	1,174.8	1,272.5	-

Note: Details may not sum to totals due to rounding effects.
The budget and estimate at completion includes approximately $33 million in non-toll bridge funds (Proposition 192 and SHOPP).

New Benicia-Martinez Bridge Project Schedule Summary

Contract	BATA Contract Completion Baseline (07/2005)	Approved Changes (Months)	Contract Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
New Bridge Open to Traffic	December 2007	-	August 2007	August 2007	-
Existing Bridge & Interchange Modifications	December 2009	-	December 2009	December 2009	-

Project Status:

- The new northbound bridge was opened to traffic in August 2007.
- The existing bridge (southbound) and interchange modification contract was 55% complete based on the expended value of the contract as of the end of October 2008.
- Stage 1 of the contract has been completed with the removal of the old toll plaza, and repair of the bridge deck and roadway undulations on the east side of the existing bridge and south approach. Southbound traffic was realigned to the east side of the existing bridge on August 15, 2008 for the start of Stage 2 work **(see photos # 32.1 through #32.4).**
- Stage 2 work, which includes the deck and roadway undulation repairs along the west side of the existing bridge and south approach, raising of the portions of the Mococo road overcrossing to match the new lane alignments and construction of a new bicycle/pedestrian pathway across the existing bridge, is ongoing.

Project Issues: None.

Recent TBPOC Actions: None.

Contract Photographs

(32.1) *Undulation Repairs*

(32.2) *Deck Repairs*

(32.3) *Deck Repairs*

(32.4) *Demolition of Abandoned Structure*

Regional Measure 1 Program

Interstate 880/State Route 92 Interchange Reconstruction Project

Project Description: Modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations.

Interstate 880/State Route 92 Interchange Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
I-880/SR-92 Interchange Improvement						
Capital Outlay Support	28.8	26.2	55.0	43.1	55.0	-
Capital Outlay Construction	94.8	60.2	155.0	42.9	155.0	-
Capital Outlay Right-of-Way	9.9	7.0	16.9	11.6	16.9	-
Project Reserve	0.3	17.8	18.1	-	18.1	-
TOTAL	133.8	111.2	245.0	97.6	245.0	-

Note: Details may not sum to totals due to rounding effects. $9.6 million in ACTA funds included under Capital Outlay Construction. $3.0 million included in Capital Outlay Construction and $1.0 million in Capital Outlay Support for separate landscape contract.

Interstate 880/State Route 92 Interchange Schedule Summary

Project	BATA Project Completion Baseline (07/2005)	Approved Changes (Months)	Project Complete Current Approved Schedule (11/2008)	Contract Complete Schedule Forecast (11/2008)	Schedule Variance (Months)
I-880/SR-92 Interchange Reconstruction	December 2010	-	June 2011	June 2011	-

Project Status:

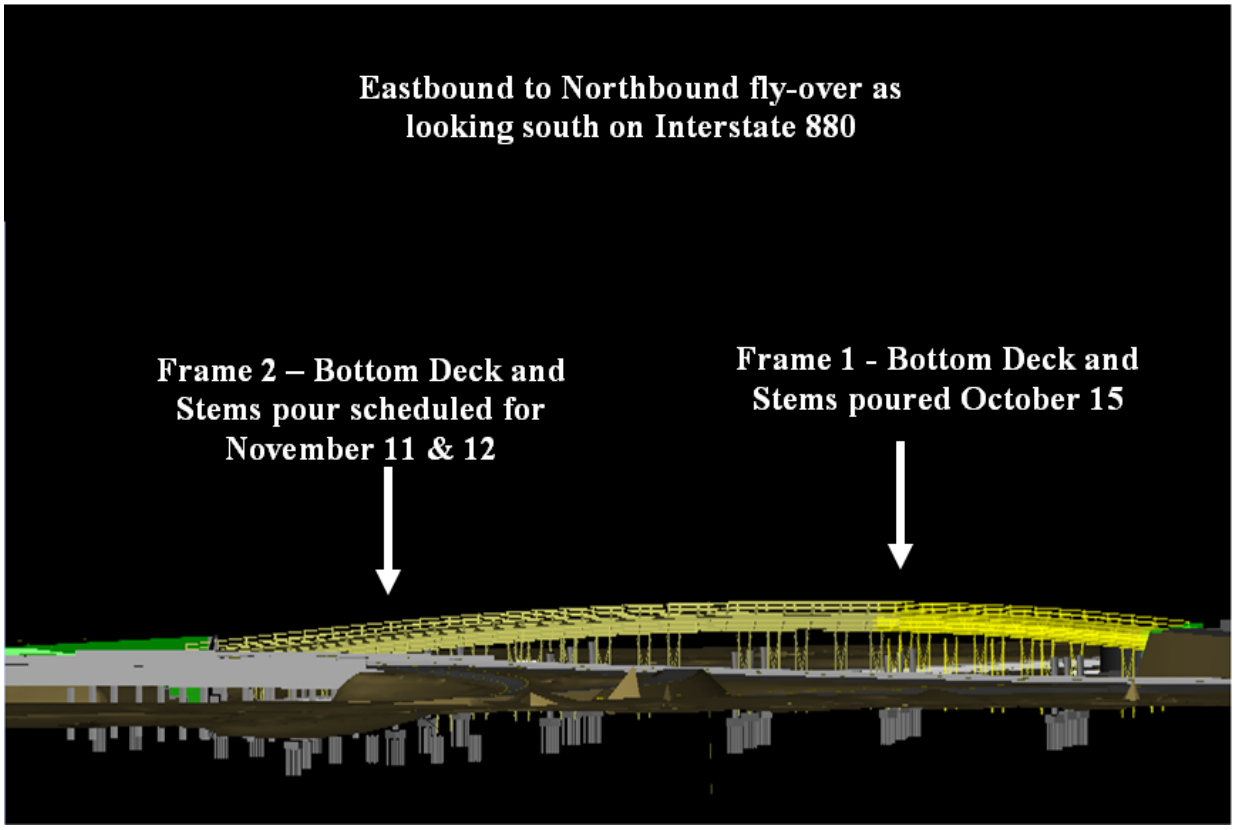
- The project is 40% complete based on the expended value of the contract as of October 20, 2008.
- Temporary support structures have been erected across Interstate 880 for the eastbound State Route 92 to northbound Interstate 880 fly-over structure. Work is proceeding on constructing the east to northbound fly-over and the first super structure concrete pour occurred on October 15th **(see diagram #33.1 on facing page).**
- On the new eastbound State Route 92 to northbound I-880 connector, all foundations have been completed. The contractor has erected temporary support falsework over I-880 and is preparing to pour the second superstructure concrete pour in November.
- Other ongoing work includes the construction of various retaining and soundwalls throughout the project limits, construction of a new pedestrian overcrossing of I-880 at Eldridge Avenue and widening of State Route 92 at Mount Eden. Paving operations continue on various areas of the job. The Hesperian Boulevard on-ramp to eastbound SR-92 was opened October 31, 2008.
- Westbound State Route 92 to southbound I-880 connector bridge has started and the first foundation will be poured on November 5, 2008

Project Issues: None.

Contract Issues: None.

Recent TBPOC Actions: None.

Contract Photographs



(33.1) *EB to NB Fly Over Looking South*

(33.2) *Aerial of I880/SR92*

Project Photographs

(35.1) *Interstate 880/State Route 92 Interchange -* ***October 2008***

(35.2) *Interstate 880/State Route 92 Interchange –* ***At Completion***

Regional Measure 1 Program

Other Completed Regional Measure 1 (RM1) Projects

Summary Description: Other completed Regional Measure 1 projects are the following: (a) Widen the San Mateo-Hayward Bridge along its low-trestle section and its eastern approach; (b) Widen the Bayfront Expressway (SR-84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange; (c) Construct an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole; (d) Modify the U.S. 101/University Avenue interchange; (e) Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation Project; (f) Richmond-San Rafael Bridge Deck Overlay Project; (g) Construct a new suspension bridge with four westbound lanes and a bicycle/pedestrian lane west of the existing Carquinez Bridge and demolition of the existing 1927 bridge.

Other Completed RM1 Projects Cost Summary ($ Millions)

Contract	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (11/2008)	Cost To Date (10/2008)	Cost Forecast (11/2008)	Variance
a	b	c	d = b + c	e	f	g = f - d
San Mateo-Hayward Bridge Widening Project	217.8	-	217.8	208.7	211.9	(5.9)
Bayfront Expressway Widening Project	36.1	-	36.1	33.4	36.0	(0.1)
Richmond Parkway Project	5.9	-	5.9	4.3	5.9	-
U.S. 101/University Interchange	3.8	-	3.8	3.7	3.8	-
RSRB Trestle, Fender, and Joint Rehabilitation	102.1	-	102.1	96.3	97.1	(5.0)
RSRB Deck Overlay	25.0	-	25.0	19.6	25.0	-
New Carquinez Bridge Project	528.2	-	528.2	512.4	519.2	(9.0)
TOTAL	918.9	-	918.9	878.4	898.9	(20.0)

Schedule Summary

Project	Actual Project Completion Date
Richmond Parkway Project	May 2001
San Mateo-Hayward Bridge Widening Project	February 2003
Bayfront Expressway Widening Project	January 2004
U.S. 101/University Interchange	April 2004
Richmond-San Rafael Bridge Trestle, Fender and Deck Joint Rehabilitation	August 2005
RSR Deck Overlay	December 2006
New Carquinez Bridge Project	December 2007

Project Status:

- All significant construction has been completed on the above listed projects. The budget and cost forecasts amounts shown above include allowances for minor project closeout costs.

Project Issues: None.

APPENDICES

** Forecasts for the Monthly Reports are generally updated on a quarterly basis in conjunction with Risk Analysis assessments for the TBSRP Projects and the TBSRP Quarterly Reports.*

Appendix A: Toll Bridge Seismic Retrofit Program ($ Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
San Francisco-Oakland Bay Bridge East Span Replacement Project							
East Span - Skyway	**01202X**						
Capital Outlay Support		197.0	(16.0)	181.0	180.9	181.0	-
Capital Outlay Construction		1,293.0	(38.9)	1,254.1	1,236.6	1,254.1	-
Total		1,490.0	(54.9)	1,435.1	1,417.5	1,435.1	-
East Span - SAS E2/T1 Foundations	**0120EX**						-
Capital Outlay Support		52.5	(21.5)	31.0	28.3	31.0	-
Capital Outlay Construction		313.5	(32.6)	280.9	275.0	280.9	-
Total		366.0	(54.1)	311.9	303.3	311.9	-
East Span - SAS Superstructure	**0120FX**						
Capital Outlay Support		214.6	-	214.6	113.8	214.6	-
Capital Outlay Construction		1,753.7	-	1,753.7	554.7	1,767.4	13.7
Total		1,968.3	-	1,968.3	668.5	1,982.0	13.7
SAS W2 Foundations	**0120CX**						
Capital Outlay Support		10.0	-	10.0	9.2	10.0	-
Capital Outlay Construction		26.4	-	26.4	25.8	26.4	-
Total		36.4	-	36.4	35.0	36.4	-
YBI South/South Detour	**0120RX**						
Capital Outlay Support		29.4	36.6	66.0	51.6	66.0	-
Capital Outlay Construction		132.0	310.2	442.2	240.6	461.2	19.0
Total		161.4	346.8	508.2	292.2	527.2	19.0
YBI Transition Structures (see notes below)	**0120PX**						
Capital Outlay Support		78.7	-	78.7	22.2	78.7	-
Capital Outlay Construction		299.3	(23.2)	276.1	-	276.1	-
Total		378.0	(23.2)	354.8	22.2	354.8	-
*** YBI- Transition Structures Contract No. 1**							
Capital Outlay Support					3.7	45.0	
Capital Outlay Construction					-	214.3	
Total					3.7	259.3	
*** YBI- Transition Structures Contract No. 2**							
Capital Outlay Support					2.0	16.0	
Capital Outlay Construction					-	58.5	
Total					2.0	74.5	
*** YBI- Transition Structures Contract No. 3 Landscape**							
Capital Outlay Support					-	1.0	
Capital Outlay Construction					-	3.3	
Total					-	4.3	
Oakland Touchdown (see notes below)	**01204X**						
Capital Outlay Support		74.4	-	74.4	45.7	92.1	17.7
Capital Outlay Construction		283.8	-	283.8	129.3	302.5	18.7
Total		358.2	-	358.2	175.0	394.6	36.4
*** OTD Submarine Cable**	**0120K4**						
Capital Outlay Support					0.9	3.0	
Capital Outlay Construction					7.9	9.6	
Total					8.8	12.6	
*** OTD No. 1 (Westbound)**	**0120L4**						
Capital Outlay Support					22.8	49.9	
Capital Outlay Construction					121.4	226.5	
Total					144.2	276.4	
*** OTD No. 2 (Eastbound)**	**0120M4**						
Capital Outlay Support					1.4	15.8	
Capital Outlay Construction					-	62.0	
Total					1.4	77.8	
*** OTD Electrical Systems**	**0120N4**						
Capital Outlay Support					0.5	1.4	
Capital Outlay Construction					-	4.4	
Total					0.5	5.8	

Notes: YBI Transition Structures and Oakland Touchdown Cost-to-Date and Cost Forecast includes prior-to-split Capital Outlay Support Costs.

Note: Details may not sum to totals due to rounding effects.

Appendix A: Toll Bridge Seismic Retrofit Program ($ Millions)

San Francisco-Oakland Bay Bridge (SFOBB) East Span Replacement Project Cost Detail (Cont'd.)

Contract	EA Number	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Existing Bridge Demolition	**01209X**						
Capital Outlay Support		79.7	-	79.7	0.4	79.7	-
Capital Outlay Construction		239.2	-	239.2	-	222.0	(17.2)
Total		318.9	-	318.9	0.4	301.7	(17.2)
YBI/SAS Archeology	**01207X**						
Capital Outlay Support		1.1	-	1.1	1.1	1.1	-
Capital Outlay Construction		1.1	-	1.1	1.1	1.1	-
Total		2.2	-	2.2	2.2	2.2	-
YBI - USCG Road Relocation	**0120QX**						
Capital Outlay Support		3.0	-	3.0	2.7	3.0	-
Capital Outlay Construction		3.0	-	3.0	2.8	3.0	-
Total		6.0	-	6.0	5.5	6.0	-
YBI - Substation and Viaduct	**0120GX**						
Capital Outlay Support		6.5	-	6.5	6.4	6.5	-
Capital Outlay Construction		11.6	-	11.6	11.3	11.6	-
Total		18.1	-	18.1	17.7	18.1	-
Oakland Geofill	**01205X**						-
Capital Outlay Support		2.5	-	2.5	2.5	2.5	-
Capital Outlay Construction		8.2	-	8.2	8.2	8.2	-
Total		10.7	-	10.7	10.7	10.7	-
Pile Installation Demonstration Project	**01208X**						
Capital Outlay Support		1.8	-	1.8	1.8	1.8	-
Capital Outlay Construction		9.2	-	9.2	9.2	9.2	-
Total		11.0	-	11.0	11.0	11.0	-
Stormwater Treatment Measures	**0120JX**						
Capital Outlay Support		6.0	2.0	8.0	8.0	8.0	-
Capital Outlay Construction		15.0	3.3	18.3	16.6	18.3	-
Total		21.0	5.3	26.3	24.6	26.3	-
Right-of-Way and Environmental Mitigation	**0120X9**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay & Right-of-Way		72.4	-	72.4	39.3	72.4	-
Total		72.4	-	72.4	39.3	72.4	-
	04343X & 04300X						
Sunk Cost - Existing East Span Retrofit							
Capital Outlay Support		39.5	-	39.5	39.5	39.5	-
Capital Outlay Construction		30.8	-	30.8	30.8	30.8	-
Total		70.3	-	70.3	70.3	70.3	-
Other Capital Outlay Support							
Environmental Phase		97.7	-	97.7	97.7	97.7	-
Pre-Split Project Expenditures		44.9	-	44.9	44.9	44.9	-
Non-project Specific Costs		20.0	(1.0)	19.0	3.2	19.0	-
Total		162.6	(1.0)	161.6	145.8	161.6	-
Subtotal Capital Outlay Support		959.3	-	959.3	659.9	977.1	17.7
Subtotal Capital Outlay Construction		4,492.2	218.8	4,711.0	2,581.3	4,745.2	34.2
Other Budgeted Capital		35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total SFOBB East Span Replacement Project		**5,486.6**	**215.5**	**5,702.1**	**3,241.9**	**5,730.0**	**27.9**

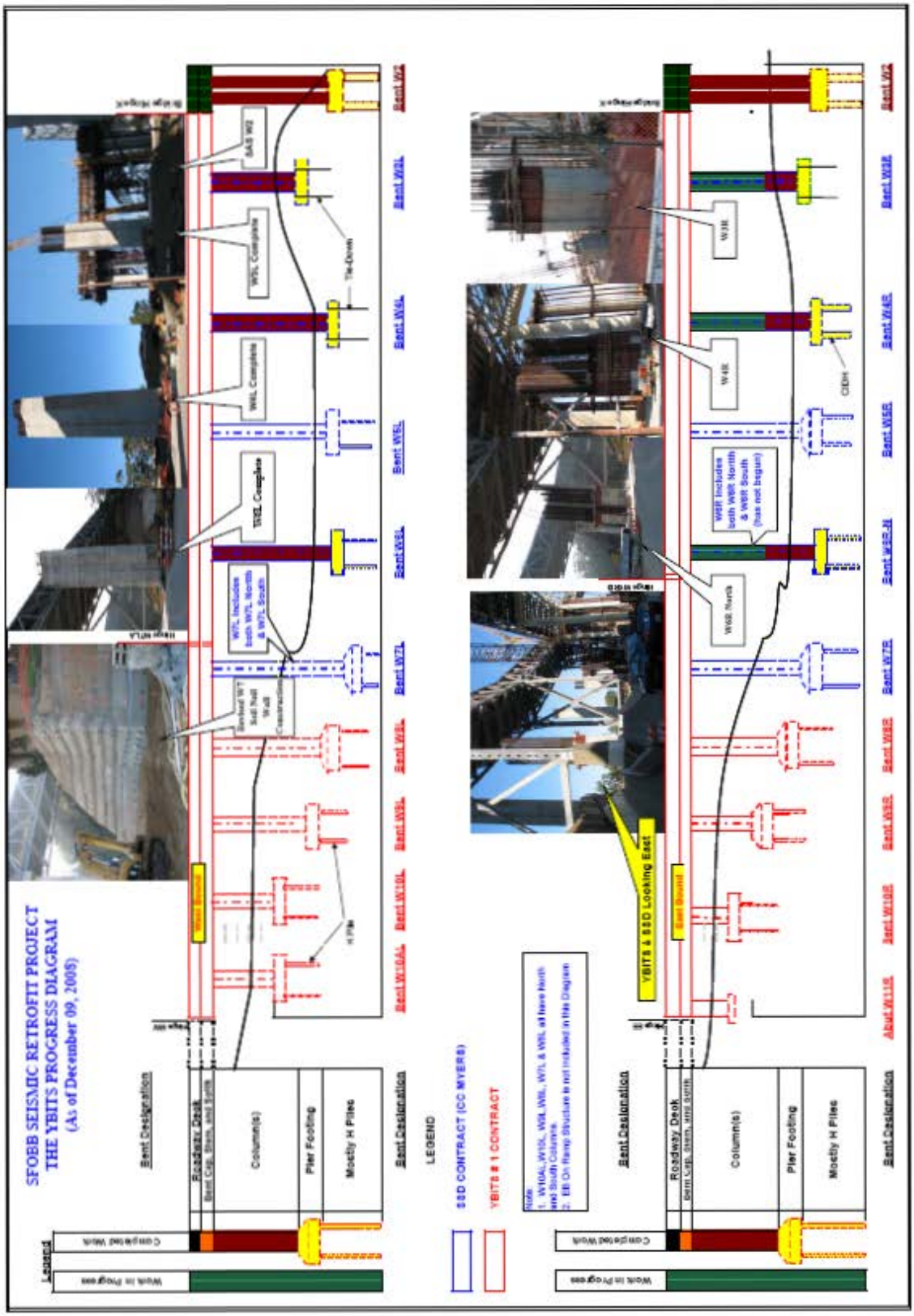
Note: Details may not sum to totals due to rounding effects.

Appendix B: Toll Bridge Seismic Retrofit Program Cost Detail ($ Millions)

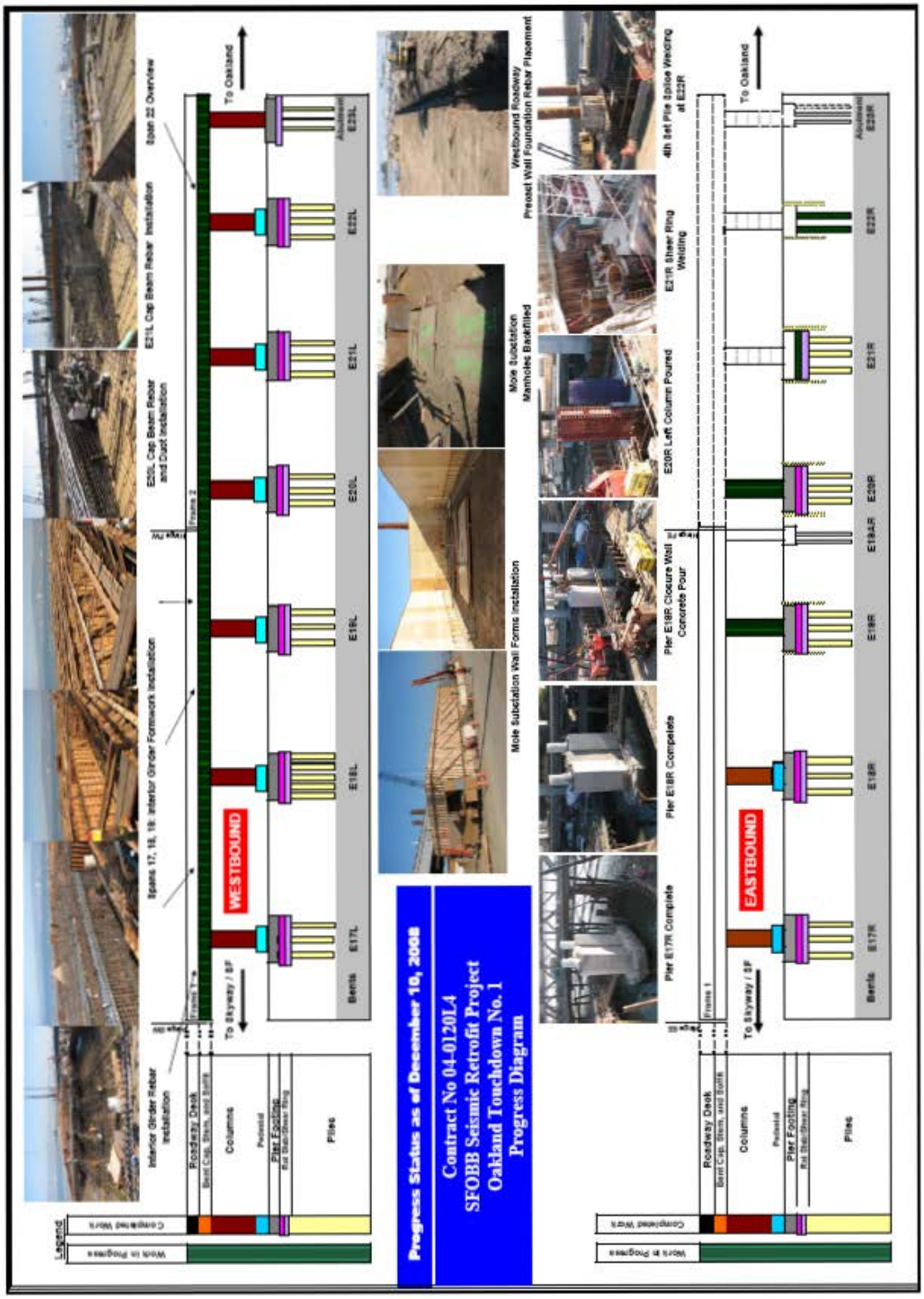
Contract	AB 144 / SB 66 Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	At-Completion Variance
a	c	d	e = c + d	f	g	h = g - e
SFOBB East Span Replacement Project						
Capital Outlay Support	959.3	-	959.3	659.9	977.1	17.8
Capital Outlay Construction	4,492.2	218.8	4,711.0	2,581.3	4,745.2	34.2
Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Total	5,486.6	215.5	5,702.1	3,241.9	5,730.0	27.9
SFOBB West Approach Replacement						
Capital Outlay Support	120.0	-	120.0	110.9	120.0	-
Capital Outlay Construction	309.0	24.7	333.7	297.9	350.7	17.0
Total	429.0	24.7	453.7	408.8	470.7	17.0
SFOBB West Span Retrofit						-
Capital Outlay Support	75.0	-	75.0	74.8	75.0	-
Capital Outlay Construction	232.9	-	232.9	227.2	232.9	-
Total	307.9	-	307.9	302.0	307.9	-
Richmond-San Rafael Bridge Retrofit						
Capital Outlay Support	134.0	(7.0)	127.0	126.7	127.0	-
Capital Outlay Construction	780.0	(90.5)	689.5	668.1	689.5	-
Total	914.0	(97.5)	816.5	794.8	816.5	-
Benicia-Martinez Bridge Retrofit						-
Capital Outlay Support	38.1	-	38.1	38.1	38.1	-
Capital Outlay Construction	139.7	-	139.7	139.7	139.7	-
Total	177.8	-	177.8	177.8	177.8	-
Carquinez Bridge Retrofit						
Capital Outlay Support	28.7	-	28.7	28.8	28.7	-
Capital Outlay Construction	85.5	-	85.5	85.4	85.5	-
Total	114.2	-	114.2	114.2	114.2	-
San Mateo-Hayward Bridge Retrofit						-
Capital Outlay Support	28.1	-	28.1	28.1	28.1	-
Capital Outlay Construction	135.4	-	135.4	135.3	135.4	-
Total	163.5	-	163.5	163.4	163.5	-
Vincent Thomas Bridge Retrofit (Los Angeles)						
Capital Outlay Support	16.4	-	16.4	16.4	16.4	-
Capital Outlay Construction	42.1	-	42.1	42.0	42.1	-
Total	58.5	-	58.5	58.4	58.5	-
San Diego-Coronado Bridge Retrofit						
Capital Outlay Support	33.5	-	33.5	33.2	33.5	-
Capital Outlay Construction	70.0	-	70.0	69.4	70.0	-
Total	103.5	-	103.5	102.6	103.5	-
Subtotal Capital Outlay Support	1,433.1	(7.0)	1,426.1	1,116.9	1,443.9	17.8
Subtotal Capital Outlay	6,286.8	153.0	6,439.8	4,246.3	6,491.0	51.2
Subtotal Other Budgeted Capital	35.1	(3.3)	31.8	0.7	7.7	(24.1)
Miscellaneous Program Costs	30.0	-	30.0	24.7	30.0	-
Subtotal Toll Bridge Seismic Retrofit Program	7,785.0	142.7	7,927.7	5,388.6	7,972.6	44.9
Program Contingency	900.0	(142.7)	757.3	-	712.4	(44.9)
Total Toll Bridge Seismic Retrofit Program	**8,685.0**	**-**	**8,685.0**	**5,388.6**	**8,685.0**	**-**

Note: Details may not sum to totals due to rounding effects.

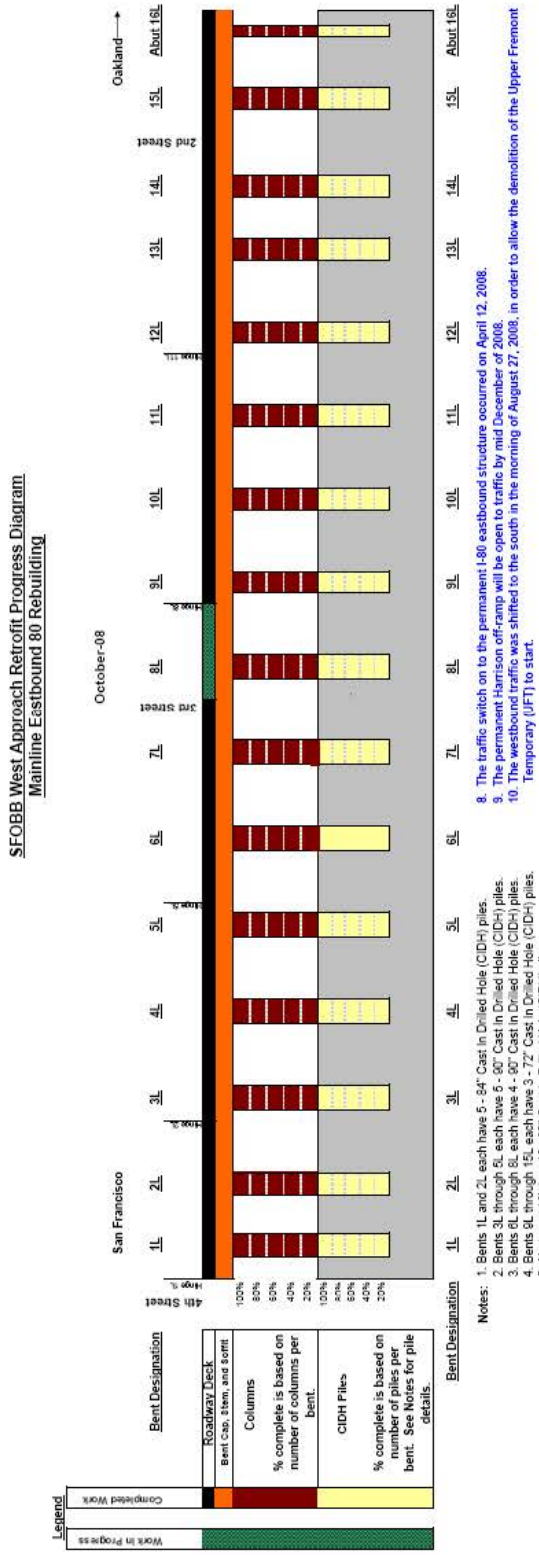
Appendix C: YBITS Progress Diagram



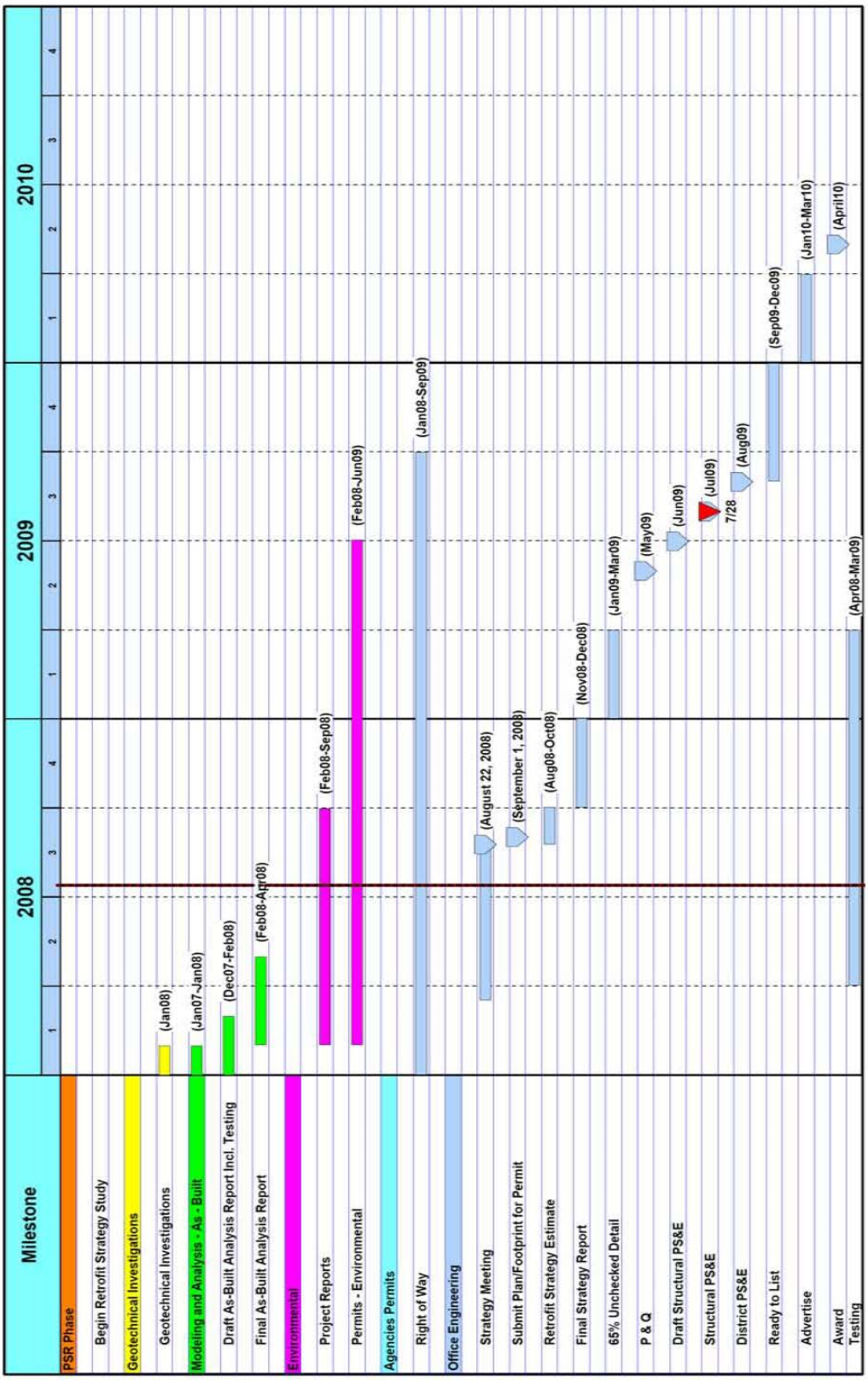
Appendix D: OTD #1 Progress Diagram



Appendix E: West Approach Progress Diagram



Appendix F: Antioch/Dumbarton Bridge Baseline Schedule



Appendix G: Regional Measure 1 Program Cost Detail ($ Millions)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
New Benicia-Martinez Bridge Project							
New Bridge	**00603_**						
Capital Outlay Support		84.9	6.7	91.6	91.5	91.6	-
Capital Outlay Construction				-			-
BATA Funding		661.9	94.6	756.5	753.7	756.5	-
Non-BATA Funding		10.1	-	10.1	10.1	10.1	-
Subtotal		672.0	94.6	766.6	763.8	766.6	-
Total		756.9	101.3	858.2	855.3	858.2	-
I-680/I-780 Interchange Reconstruction	**00606_**						
Capital Outlay Support							
BATA Funding		24.9	5.2	30.1	30.0	30.1	-
Non-BATA Funding		1.4	5.2	6.6	6.3	6.6	-
Subtotal		26.3	10.4	36.7	36.3	36.7	-
Capital Outlay Construction							
BATA Funding		54.7	26.9	81.6	77.1	81.6	-
Non-BATA Funding		21.6	-	21.6	21.7	21.6	-
Subtotal		76.3	26.9	103.2	98.8	103.2	-
Total		102.6	37.3	139.9	135.1	139.9	-
I-680/Marina Vista Interchange Reconstruction	**00605_**						
Capital Outlay Support		18.3	1.8	20.1	20.0	20.1	-
Capital Outlay Construction		51.5	4.9	56.4	56.1	56.4	-
Total		69.8	6.7	76.5	76.1	76.5	-
New Toll Plaza and Administration Building	**00604_**						
Capital Outlay Support		11.9	3.8	15.7	15.7	15.7	-
Capital Outlay Construction		24.3	2.0	26.3	23.4	26.3	-
Total		36.2	5.8	42.0	39.1	42.0	-
Existing Bridge & Interchange Modifications	**0060A_**						
Capital Outlay Support		4.3	14.3	18.6	13.3	18.6	-
Capital Outlay Construction							
BATA Funding		17.2	32.8	50.0	15.9	50.0	-
Non-BATA Funding		-	9.5	9.5	-	9.5	-
Subtotal		17.2	42.3	59.5	15.9	59.5	-
Total		21.5	56.6	78.1	29.2	78.1	-
Other Contracts	**See note below**						
Capital Outlay Support		11.4	(1.8)	9.6	7.3	9.6	-
Capital Outlay Construction		20.3	2.8	23.1	15.8	23.1	-
Capital Outlay Right-of-Way		20.4	(0.1)	20.3	16.9	20.3	-
Total		52.1	0.9	53.0	40.0	53.0	-
Subtotal BATA Capital Outlay Support		155.7	30.0	185.7	177.8	185.7	-
Subtotal BATA Capital Outlay Construction		829.9	164.0	993.9	942.0	993.9	-
Subtotal Capital Outlay Right-of-Way		20.4	(0.1)	20.3	16.9	20.3	-
Subtotal Non-BATA Capital Outlay Support		1.4	5.2	6.6	6.3	6.6	-
Subtotal Non-BATA Capital Outlay Construction		31.7	9.5	41.2	31.8	41.2	-
Project Reserves		20.8	4.0	24.8	-	24.8	-
Total New Benicia-Martinez Bridge Project		**1,059.9**	**212.6**	**1,272.5**	**1,174.8**	**1,272.5**	**-**

Notes: **Includes EA's 00601_,00603_,00605_,00606_, 00608_, 00609_, 0060A_, 0060C_, 0060E_, 0060F_, 0060G_, and 0060H_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix G: Regional Measure 1 Program Cost Detail ($ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (09/2008)	Cost To Date (09/2008)	Cost Forecast (09/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Carquinez Bridge Replacement Project							
New Bridge	**01301_**						
Capital Outlay Support		60.5	(0.3)	60.2	60.2	60.2	-
Capital Outlay Construction		253.3	4.0	257.3	255.9	257.3	-
Total		313.8	3.7	317.5	316.1	317.5	-
Crockett Interchange Reconstruction	**01305_**						
Capital Outlay Support		32.0	(0.1)	31.9	31.9	31.9	-
Capital Outlay Construction		73.9	-	73.9	71.9	73.9	-
Total		105.9	(0.1)	105.8	103.8	105.8	-
Existing 1927 Bridge Demolition	**01309_**						
Capital Outlay Support		16.1	-	16.1	15.4	15.5	(0.6)
Capital Outlay Construction		35.2	-	35.2	34.8	35.2	-
Total		51.3	-	51.3	50.2	50.7	(0.6)
Other Contracts	**See note below**						
Capital Outlay Support		15.8	0.2	16.0	16.2	16.3	0.3
Capital Outlay Construction		18.8	(0.8)	18.0	16.2	18.1	0.1
Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Total		45.1	(0.6)	44.5	42.3	44.9	0.4
Subtotal BATA Capital Outlay Support		124.4	(0.2)	124.2	123.7	123.9	(0.3)
Subtotal BATA Capital Outlay Construction		381.2	3.2	384.4	378.8	384.5	0.1
Subtotal Capital Outlay Right-of-Way		10.5	-	10.5	9.9	10.5	-
Project Reserves		12.1	(3.0)	9.1	-	0.3	(8.8)
Total Carquinez Bridge Replacement Project		**528.2**	**-**	**528.2**	**512.4**	**519.2**	**(9.0)**

Notes: **Other Contracts includes EA's 01301_,01302_, 01303_, 01304_,01305_, 01306_, 01307_, 01308_, 01309_,0130A_, 0130C_, 0130D_ , 0130F_, 0130G_, 0130H_, 0130J_, 00453_, 00493_, 04700_, 00607_, 2A270_, and 29920_ and all Project Right-of-Way**

Note: Details may not sum to totals due to rounding effects.

Appendix G: Regional Measure 1 Program Cost Detail ($ Millions) (Cont'd.)

Project	EA Number	BATA Budget (07/2005)	Approved Changes	Current Approved Budget (10/2008)	Cost To Date (10/2008)	Cost Forecast (10/2008)	At-Completion Variance
a	b	c	d	e = c + d	f	g	h = g - e
Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation	**See note [1] below**						
Capital Outlay Support							
BATA Funding		2.2	-	2.2	1.4	2.2	-
Non-BATA Funding		8.6	-	8.6	10.4	10.4	1.8
Subtotal		10.8	-	10.8	11.8	12.6	1.8
Capital Outlay Construction							
BATA Funding		40.2	-	40.2	33.4	33.4	(6.8)
Non-BATA Funding		51.1	-	51.1	51.1	51.1	-
Subtotal		91.3	-	91.3	84.5	84.5	(6.8)
Project Reserves		-	-	-	-	-	-
Total		102.1	-	102.1	96.3	97.1	(5.0)
Richmond-San Rafael Bridge Deck Overlay Rehabilitation	**04152_**						
Capital Outlay Support							
BATA Funding		4.0	(0.4)	3.6	3.3	3.6	-
Non-BATA Funding		4.0	(4.0)	-	-	-	-
Subtotal		8.0	(4.4)	3.6	3.3	3.6	-
Capital Outlay Construction		16.9	3.6	20.5	16.3	16.2	(4.3)
Project Reserves		0.1	0.8	0.9	-	5.2	4.3
Total		25.0	-	25.0	19.6	25.0	-
Richmond Parkway Project (RM 1 Share Only)	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		5.9	-	5.9	4.3	5.9	-
Total		5.9	-	5.9	4.3	5.9	-
San Mateo-Hayward Bridge Widening	**See note [2] below**						
Capital Outlay Support		34.6	(0.3)	34.3	34.1	34.3	-
Capital Outlay Construction		180.2	-	180.2	174.1	176.2	(4.0)
Capital Outlay Right-of-Way		1.5	-	1.5	0.5	0.6	(0.9)
Project Reserves		1.5	0.3	1.8	-	0.8	(1.0)
Total		217.8	-	217.8	208.7	211.9	(5.9)
I-880/SR-92 Interchange Reconstruction	**EA's 23317_, 01601_, and 01602_**						
Capital Outlay Support		28.8	26.2	55.0	43.1	55.0	-
Capital Outlay Construction							
BATA Funding		85.2	60.2	145.4	42.9	145.4	-
Non-BATA Funding		9.6	-	9.6	-	9.6	-
Subtotal		94.8	60.2	155.0	42.9	155.0	-
Capital Outlay Right-of-Way		9.9	7.0	16.9	11.6	16.9	-
Project Reserves		0.3	17.8	18.1	-	18.1	-
Total		133.8	111.2	245.0	97.6	245.0	-
Bayfront Expressway Widening	**EA's 00487_, 01511_, and 01512_**						
Capital Outlay Support		8.6	(0.3)	8.3	8.3	8.2	(0.1)
Capital Outlay Construction		26.5	-	26.5	24.9	26.5	-
Capital Outlay Right-of-Way		0.2	-	0.2	0.2	0.2	-
Project Reserves		0.8	0.3	1.1	-	1.1	-
Total		36.1	-	36.1	33.4	36.0	(0.1)
US 101/University Avenue Interchange Modification	**Non-Caltrans**						
Capital Outlay Support		-	-	-	-	-	-
Capital Outlay Construction		3.8	-	3.8	3.7	3.8	-
Total		3.8	-	3.8	3.7	3.8	-
Subtotal BATA Capital Outlay Support		358.3	55.0	413.3	391.7	412.6	(0.7)
Subtotal BATA Capital Outlay Construction		1,569.8	231.0	1,800.8	1,620.4	1,785.8	(15.0)
Subtotal Capital Outlay Right-of-Way		42.5	6.9	49.4	39.1	48.5	(0.9)
Subtotal Non-BATA Capital Outlay Support		14.0	1.2	15.2	16.7	17.0	1.8
Subtotal Non-BATA Capital Outlay Construction		92.4	9.5	101.9	82.9	101.9	-
Project Reserves		35.6	20.2	55.8	-	50.6	(5.2)
Total RM1 Program		**2,112.6**	**323.8**	**2,436.4**	**2,150.8**	**2,416.4**	**(20.0)**

Notes:

[1] Richmond-San Rafael Bridge Trestle, Fender, and Deck Joint Rehabilitation Includes Non-TBSRA Expenses for EA 0438U_ and 04157_

[2] San Mateo-Hayward Bridge Widening Includes EA's 00305_, 04501_, 04502_, 04503_, 04504_, 04505_, 04506_, 04507_, 04508_, 04509_, 27740_, 27790_, 04860_

Note: Details may not sum to totals due to rounding effects.

Appendix H: Glossary of Terms

AB144/SB 66 BUDGET: The planned allocation of resources for the Toll Bridge Seismic Retrofit Program, or subordinate projects or contracts, as provided in Assembly Bill 144 and Senate Bill 66, signed into law by Governor Schwarzenegger on July 18, 2005 and September 29, 2005, respectively.

BATA BUDGET: The planned allocation of resources for the Regional Measure 1 Program, or subordinate projects or contracts as authorized by the Bay Area Toll Authority as of June 2005.

APPROVED CHANGES: For cost, changes to the AB144/SB 66 Budget or BATA Budget as approved by the Bay Area Toll Authority Commission. For schedule, changes to the AB 144/SB 66 Project Complete Baseline approved by the Toll Bridge Program Oversight Committee, or changes to the BATA Project Complete Baseline approved by the Bay Area Toll Authority Commission.

CURRENT APPROVED BUDGET: The sum of the AB144/SB66 Budget or BATA Budget and Approved Changes.

COST TO DATE: The actual expenditures incurred by the program, project or contract as of the month and year shown.

COST FORECAST: The current forecast of all of the costs that are projected to be expended so as to complete the given scope of the program, project, or contract.

AT COMPLETION VARIANCE or VARIANCE (cost): The mathematical difference between the Cost Forecast and the Current Approved Budget.

AB 144/SB 66 PROJECT COMPLETE BASELINE: The planned completion date for the Toll Bridge Seismic Retrofit Program or subordinate projects or contracts.

BATA PROJECT COMPLETE BASELINE: The planned completion date for the Regional Measure 1 Program or subordinate projects or contracts.

PROJECT COMPLETE CURRENT APPROVED SCHEDULE: The sum of the AB144/SB66 Project Complete Baseline or BATA Project Complete Baseline and Approved Changes.

PROJECT COMPLETE SCHEDULE FORECAST: The current projected date for the completion of the program, project, or contract.

SCHEDULE VARIANCE or VARIANCE (schedule): The mathematical difference expressed in months between the Project Complete Schedule Forecast and the Project Complete Current Approved Schedule.

The following information is provided in accordance with California Government code Section 755. This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Toll Bridge Seismic Retrofit and Regional Measure 1 Programs. The contract value for the monitoring efforts, technical analysis, and field site works that contribute to these reports, as well as the report preparation and production, is $1,574,873.73.

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ITEM 3: PROGRESS REPORTS

c. FHWA 2008 Annual Update to the Financial Plan

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Peter Lee, Senior Program Coordinator, BATA

RE: Agenda No. - 3c

Item- Progress Reports
FHWA 2008 Annual Update to the Financial Plan

Recommendation:
APPROVAL

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
TBPOC approval of the 2008 Annual Update submitted to the Federal Highway Administration (FHWA) is being requested. The annual update provides similar and consistent information as the TBPOC quarterly reports, but with a more detailed cash flow for program expenditures.

The PMT has reviewed the report and recommends it for the TBPOC approval. BATA's Finance Group is finalizing the report cashflow for consistency with BATA's current Plan of Finance. BATA finance staff will provide their final comment to the report at the December 23 TBPOC meeting. No major revisions are anticipated.

Attachment(s):

1. 2008 Annual Update to the Financial Plan of the East Span of the San Francisco–Oakland Bay Bridge Seismic Safety Projects

2008 ANNUAL UPDATE TO THE FINANCE PLAN OF THE SAN FRANCISCO – OAKLAND BAY BRIDGE EAST SPAN SEISMIC SAFETY PROJECT

This annual update is submitted by the California Department of Transportation (Department) in accordance with the requirements of Section 1305 (b) of the Transportation Efficiency Act for the 21st Century, and Title 23 United States Code, Section 106 (h).

Introduction and Summary

The San Francisco-Oakland Bay Bridge (SFOBB) East Span Seismic Safety Project (ESSSP) is part of the $8.685 billion Toll Bridge Seismic Retrofit Program (TBSRP). The TBSRP was established to finance the retrofit or replacement of seven state-owned toll bridges. The funding plan for the TBSRP was established by Senate Bill (SB) 60 in 1997, Assembly Bill (AB) 1171 in 2001, and AB 144/SB 66 in 2005.

AB 144 established a comprehensive financial plan for the TBSRP, including the consolidation and financial management of all toll revenues collected on the state-owned toll bridges in the San Francisco Bay Area under the jurisdiction of the Bay Area Toll Authority (BATA). The bill provides $630 million in additional state funds and authorizes BATA to increase tolls on the Bay Area state-owned toll bridges by at least an additional $1.00 on January 1, 2007 to provide adequate funding to complete the TBSRP.

In addition, AB 144 and SB 66 significantly strengthen the program and project oversight activities for the TBSRP. The bills created the Toll Bridge Program Oversight Committee (TBPOC) to implement project oversight and control processes for the TBSRP. The TBPOC is comprised of the Director of the Department of Transportation (Caltrans), the Executive Director of BATA, and the Executive Director of the California Transportation Commission (CTC). The TBPOC's program oversight activities include review and approval of contract bid documents, review and resolution of project issues, evaluation and approval of contract change orders and claims, and the issuance of monthly and quarterly progress reports.

Under AB 144, the baseline budget to retrofit or replace the seven state-owned toll bridges was set at $7.785 billion and a $900 million program contingency, for a total program budget of $8.685 billion. The bill reaffirms the self-anchored suspension design for the SFOBB East Span connector. The budgeted total program costs and the funding sources remain unchanged from AB 144.

The finance plan outlined in this annual update includes fund sources for the entire TBSRP, including the $900 million program contingency. The only bridge remaining to be completed in the TBSRP is the SFOBB (ESSSP and West Approach Seismic Retrofit). Some of the seismic work on the completed bridges was accomplished at less cost than budgeted. These savings are available to augment the program contingency. Currently, $97.5 million in savings has been realized from the Richmond-San Rafael Bridge Seismic Retrofit project which was completed in October 2005.

Program Funding and Financing

AB 144 established a funding level of $8.685 billion for the TBSRP. The entire program is financed through a combination of toll revenues, federal, state and local funds. See *Table 1. Toll Bridge Seismic Retrofit Program Financial Status – Program Budget.*

Table 1. Toll Bridge Seismic Retrofit Program Financial Status – Program Budget as of September 30, 2008

Toll Bridge Seismic Retrofit Program - Program Budget
As of September 30, 2008
(Dollars in Millions)

	Budgeted	Funding Available & Contributions
Financing		
Seismic Surcharge Revenue AB 1171	$2,282	2,282.00
Seismic Surcharge Revenue AB 144	$2,150	2,150.00
BATA Consolidation	$820	820.00
Subtotal - Financing	**$5,252**	**5,252.00**
Contributions		
Proposition 192	$790	789.00
San Diego Coronado Toll Bridge Revenue Fund	$33	33.00
Vincent Thomas Bridge	$15	6.90
State Highway Account[1][2]	$745	745.00
Public Transportation Account[1][3]	$130	130.00
ITIP/SHOPP/Federal Contingency	$448	0.00
Federal Highway Bridge Replacement and Rehabilitation (HBRR)	$642	642.00
SHA - East Span Demolition	$300	
SHA - "Efficiency Savings"[4]	$130	10.00
Redirect Spillover	$125	125.00
Motor Vehicle Account	$75	75.00
Subtotal - Contributions	**$3,433**	**2,555.90**
Total Funding	**$8,685**	**7,807.90**
Allocated to Date		**6,900.13**
Remaining Unallocated		**907.77**

[1] The California Transportation Commission adopted a new schedule and changed the PTA/SHA split on December 15, 2005.

[2] To date, $645 million has been transferred from the SHA to the TBSRP, including the full $290 million transfer scheduled by the CTC to occur in 2005-06. An additional $100 million has been expended directly from the account.

[3] To date, $130 million has been transferred from the PTA to the TBSRP, including the full amount of all transfers scheduled by the CTC.

[4] To date, $10 million has been transferred from the SHA to the TBSRP, representing the commitment of "Efficiency Savings" identified under AB 144. Approximately $120 million remains to be distributed as scheduled by the CTC.

Notes:
Program budget includes $900 million program contingency.

Of the $8.685 billion budgeted for the TBSRP, $6.9 billion has been allocated as of September 30, 2008. Through September 2005, $789 million provided by Proposition 192 has been allocated by the CTC. The final $1 million from the budgeted Proposition 192 contribution will become available to the TBSRP upon allocation by CTC. Caltrans plans to request the final $1 million Proposition 192 allocation at an upcoming CTC meeting. The budgeted $448 million ITIP/SHOPP/Federal Contingency contribution has been scheduled as SHOPP funding. There are no federal funds included in this contingency item. The schedule to transfer ITIP/SHOPP/Federal Contingency, the SHA – East Span Demolition, and the SHA – Efficient Savings are shown in *Table 3. Schedule of Contributions to the Toll Bridge Seismic Retrofit Program*. For contributions from Vincent Thomas Bridge (VTB), the remaining $8.1 million budgeted contribution is not available. When funds from the VTB account were transferred to the TBSRP, the VTB account was short $8.1 million. Therefore, the TBSRP has an $8.1 million shortfall.

Funding Status

The program's financial status of revenues and expenditures and encumbrances is summarized in *Table 2. Toll Bridge Seismic Retrofit Program Financial Status*. As of September 30, 2008, the total of revenues and transfers to the program was $4.3 billion. The total expenditures and encumbrances was $6.9 billion. The difference between the total of expenditures and encumbrances and the total of revenues and transfers will be covered by scheduled future revenues.

Table 2. Toll Bridge Seismic Retrofit Program Financial Status as of September 30, 2008($ Millions)

Toll Bridge Seismic Retrofit Program Financial Status
As of September 30, 2008
(Dollars in Millions)

Revenues:		
Toll Surcharge[1]		$687.90
SMIF Interest		$97.94
Revenue		$789.00
Bond Revenue (Toll Revenue Bonds)		$1,062.00
Commercial Paper[2]		$80.00
SANDAG		$33.00
Vincent Thomas[3]		$6.90
Federal Highway Bridge Replacement and Rehabilitation		$600.00
Transfers to TBSRA:		
Motor Vehicle Account		$75.00
State Highway Account[4]		$745.00
Public		$130.00
Highway		$10.00
	Total Revenues and Transfers	**$4,316.74**
Expenditures:		
Capital Outlay		$4,201.51
State Operations		$1,127.40
	Total Expenditures	**$5,328.91**
Encumbrances:		
Capital Outlay		$1,557.51
State Operations		$13.71
	Total Encumbrances	**$1,571.22**
Total Expenditures and Encumbrances		**$6,900.13**

(1) The Toll Surcharge is dedicated to repayment of bonds beginning September 1, 2003. Toll Surcharge shown here is only toll revenue collected prior to that date.

(2) $80 Million in Commercial Paper issued on or about April 5, 2005.

(3) No additional funding is expected from the Vincent Thomas Toll Revenue Account.

(4) To date, $645 million has been transferred from the SHA to the TBSRP, including the full $290 million transfer scheduled by the CTC to occur in 2005-06. An additional $100 million has been expended directly from the account.

(5) To date, $130 million has been transferred from the PTA to the TBSRP, including the full amount of all transfers scheduled by the CTC.

(6) To date, $10 million has been transferred from the SHA to the TBSRP, representing the commitment of "Efficiency Savings" identified under AB 144. Approximately $120 million remains to be distributed as scheduled by the CTC.

As shown in *Table 3. Schedule of Contributions to the Toll Bridge Seismic Retrofit Program*, in December 2005, the CTC adopted the revised schedule for the transfer of funds to allow BATA to pledge state fund contribution to the financing of the TBSRP per BATA's adopted finance plan.

Table 3. Schedule of Contributions to the Toll Bridge Seismic Retrofit Program ($ in Millions)

Source	Description	2005-06 (Actual)	2006-07 (Actual)	2007-08 (Actual)	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	Total
AB 1171	SHA	290									290
	PTA	80	40								120
	Highway Bridge Replacement and Rehabilitation (HBRR)	100	100	100	42						342
	Contingency				1	99	100	100	148		448
AB 144	SHA*	2	8				53	50	17		130
	Motor Vehicle Account (MVA)	75									75
	Spillover		125								125
	SHA**									300	300
	Total	547	273	100	43	99	153	150	165	300	1830

** Caltrans Efficiency Savings*

*** SFOBB East Span Demolition Cost*

Program Financing and Cash Flow Projections

AB 144 consolidated the administration of all toll revenues collected on the state-owned Bay Area toll bridges and financing of the TBSRP under the jurisdiction of the BATA. BATA has direct programmatic responsibilities for the administration of all toll revenues collected on the state-owned bridges in the Bay Area and responsibilities for financial management of the TBSRP, including:

- Administrative responsibility for collection and accounting of all toll revenues.
- Authorization to increase tolls on the state-owned bridges by $1.00, effective no sooner than January 1, 2007.
- Project level toll setting authority as necessary to cover additional cost increases beyond the funded $900 million program contingency in order to complete the toll bridge seismic retrofit program.
- Assumption of funding all of the roadway and bridge structure maintenance from Caltrans once bridge seismic retrofit projects are completed.

In accordance with its responsibilities provided under the law, in September 2005, BATA adopted a finance plan for the TBSRP. The major components of the finance plan include:

- Issuing $6.2 billion in debt, including defeasance of $1.5 billion in outstanding State Infrastructure Bank bonds and commercial paper;
- Increasing tolls on the state-owned bridges by $1.00 (from $3.00 to $4.00 for two-axle vehicles), effective January 1, 2007;
- Securing the maximum amount of state funding early in the construction schedule to most efficiently use toll funds (see discussion below); and,
- Locking in historically low interest rates to the extent possible in order to improve the chances that the entire toll program construction and the operations and maintenance can be delivered within the $4.00 auto toll level.

In September 2005, BATA approved a Finance Plan for the TBSRP and other toll bridge improvement programs dependent on toll revenues from the state-owned bridges. The finance plan calls for $6.2 billion in new debt issuances, including defeasance of the existing outstanding I-Bank bonds. Consistent with the finance plan, in December 2005, BATA approved the issuance of up to $1.0 billion of 2006 toll bridge revenue bonds. The bond issuance will provide adequate cash flow to fund the SAS contract for the ESSSP, which was awarded on May 3, 2006.

Furthermore, in March 2006, BATA approved the issuance of $1.3 billion in bonds to defease the I-Bank bonds approved in October 2005. Additionally, pursuant to the law, BATA held two public hearings, one in October and one in November 2005, to receive public testimony regarding the proposed $1.00 seismic surcharge toll increase beginning on January 1, 2007 on the state-owned toll bridges in the Bay Area. BATA approved the toll increase on January 25, 2006.

Furthermore, SB 66, enacted on September 29, 2005, appropriates $75 million of specified Motor Vehicle Account funds and $125 million of other specified state funds for state-owned toll bridges in the Bay Area. These funds have already been transferred to the Toll Bridge Seismic Retrofit Account.

Additionally, the following pro forma financial statement projects the financial operations and results for BATA for fiscal years 2008-2017. See *Table 4. BATA Pro Forma Financial Projections*.

Update to be provided by BATA.

Bay Area Toll Authority
Pro Forma Financial Projections
($ in Thousands)
Updated: May 5, 2008

	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Operating Revenue										
Toll Revenue	$ 486,140	$ 487,751	$ 489,369	$ 490,996	$ 492,631	$ 495,094	$497,569	$500,057	$502,557	$505,070
Interest Income	141,352	98,180	58,457	51,311	58,140	53,806	38,473	37,350	37,112	33,544
Total Operating Revenue	$ 627,492	$ 585,931	$ 547,826	$ 542,307	$ 550,771	$ 548,900	$ 536,042	$ 537,407	$ 539,669	$ 538,614
Operating Expenses										
Other Operating Expenses*	$ (71,234)	$ (75,208)	$ (76,045)	$ (76,900)	$ (77,772)	$ (78,758)	$ (79,763)	$ (80,787)	$ (81,830)	$ (82,296)
Toll Operating Expenses	(57,775)	(58,993)	(60,763)	(63,086)	(69,183)	(71,243)	(72,866)	(75,552)	(77,303)	(79,622)
Total Operating Expenses	$ (129,009)	$ (134,201)	$ (136,808)	$ (139,986)	$ (146,955)	$ (150,001)	$ (152,629)	$ (156,339)	$ (159,133)	$ (161,918)
Net Before Debt Service	$ 498,483	$ 451,730	$ 411,018	$ 402,321	$ 403,816	$ 398,899	$ 383,413	$ 381,068	$ 380,536	$ 376,696
Debt Service	(223,676)	(234,703)	(234,398)	(254,997)	(282,943)	(298,577)	(307,069)	(318,764)	(345,411)	(349,807)
Net Operating Revenue	$ 274,807	$ 217,027	$ 176,620	$ 147,324	$ 120,873	$ 100,322	$ 76,344	$ 62,304	$ 35,125	$ 26,889
State Contribution (AB144/SB66)										
CONTINGENCY **		$ 1,000	$ 99,000	$ 100,000	$ 100,000	$ 148,000	$ -	$ -	$ -	$ -
EFFICIENCY SAVINGS**				$ 53,000	$ 50,000	$ 17,000				
HBRR **	100,000	42,000								
Total State Contribution	$ 100,000	$ 43,000	$ 99,000	$ 153,000	$ 150,000	$ 165,000	$ -	$ -	$ -	$ -
Debt Proceeds			-	750,000	700,000	250,000		440,000	-	-
Total Non Operating Revenue	$ 100,000	$ 43,000	$ 99,000	$ 903,000	$ 850,000	$ 415,000	$ -	$ 440,000	$ -	$ -
TBSRP Expenses										
SAS	$ (330,377)	$ (432,321)	$ (302,045)	$ (150,458)	$ (140,462)	$ (101,581)	$ -	$ -	$ -	$ -
Remainder of TBSRP	(527,563)	(399,420)	(218,785)	(250,753)	(338,943)	(321,179)	(349,705)	(284,115)	(54,172)	-
Total TBSRP Expenses	$ (857,940)	$ (831,741)	$ (520,830)	$ (401,211)	$ (479,405)	$ (422,760)	$ (349,705)	$ (284,115)	$ (54,172)	$ -
Beginning Balance	$ 2,982,523	$ 2,476,220	$ 1,584,532	$ 902,455	$ 1,033,367	$ 1,234,070	$ 980,682	$ 621,624	$ 822,012	$ 720,055
Total Net Income	(483,133)	(571,714)	(245,210)	649,113	491,468	92,562	(273,361)	218,189	(19,047)	26,889
Misc Transfers/Costs	(23,170)	(319,974)	(436,867)	(518,201)	(290,765)	(345,950)	(85,697)	(17,801)	(82,910)	(82,891)
Ending Fund Balance	$ 2,476,220	$ 1,584,532	$ 902,455	$ 1,033,367	$ 1,234,070	$ 980,682	$ 621,624	$ 822,012	$ 720,055	$ 664,053

Base Assumptions:	
Revenue Assumptions	
Total Growth Rate	0.50%
Bay Bridge	0.00%
All Other Bridges	0.50%
Interest Earnings Assumptions	
Floating Rate Bonds	3.41%
Fund Balance Earnings	5.06%
Expenses	
Operating and Maintenance	3.5%

*MTC to BATA transfers
** CTC adopted pmt schedule
Contingency
HBRR
Efficiency Savings

Project Description

The SFOBB ESSSP will be seismically retrofitted through the complete replacement of the existing span. The project includes construction of the Skyway portion of the bridge, which consists of two parallel concrete structures, each approximately 1.3 miles in length; an SAS bridge consisting of a 510-foot tower supporting a bridge deck connecting the Skyway to Yerba Buena Island Transition Structures (YBITS) on YBI and on the east end of the bridge connecting the bridge to the toll plaza area, and demolition of the existing east span.

The SFOBB ESSSP now consists of 21 contracts. Construction of the Oakland Touchdown (OTD) Approach Structures and the YBITS has been split into multiple contracts to facilitate construction flow and to accelerate some elements of work off the critical path for the completion of the new east span.

Current Status

The current 21 contracts for SFOBB ESSSP are identified below:

Twelve contracts are **complete**:

- Interim Retrofit (Existing Bridge)
- East Span Retrofit (Existing Bridge)
- Pile Installation Demonstration
- OTD Geofill
- YBI Archaeology
- United States Coast Guard (USCG) Road Relocation on YBI
- SAS Land Foundations (W2)
- YBI Electrical Substation
- OTD Submarine Cable
- Skyway
- SAS Marine Foundations (E2/T1)
- Stormwater Treatment Measures

Three contracts are under **construction**:

- South/South Detour (61 percent complete)
- SAS (33 percent complete)
- OTD Contract 1 (57 percent complete)

Six contracts are in **design**:

- YBITS No. 1 contract has been advertised.
- OTD Contract 2 (construct eastbound superstructure, landscaping, and maintenance road). The contract is planned to be advertised in summer 2010.
- OTD Portions of the Corridor Electrical Contract: This scope may be executed as a separate contract, or alternatively, may be included within OTD Contract 2 and/or the other contracts within the east span corridor.
- YBITS No.2 (design 80 percent complete to date)
- YBITS No.3 Landscape contract
- Existing Bridge Demolition design (10 percent complete to date).

Project Timeline/Implementation Plan

The current schedule anticipates that the new westbound (WB) SFOBB East Span will be open to traffic by 2012 and the eastbound (EB) SFOBB East Span by 2013. TBPOC has challenged the project team to accelerate the delivery of the SAS contract; thereby, the delivery of the TBSRP. Demolition of the existing east span is scheduled to be completed in 2015. See *Table 5. SFOBB ESSSP Baseline and Projected Schedule Summary.*

Table 5. SFOBB ESSSP Baseline and Projected Schedule Summary

Contract	AB 144/SB 66 Baseline Pro	Approved Changes	Current Approved Schedule	3rd Quarter 2008 Forecast Project Completion Date	Variance (Months)
Skyway	April 2007	8	December 2007	December 2007	-
YBI Detour*	July 2007	36	June 2010	June 2010	-
Stormwater Treatment	March 2008	-	March 2008	March 2008	-
SAS E2/T1 Foundations	June 2008	(3)	March 2008	January 2008	(2)
Open to Traffic: Westbound	September 2011	12	September 2012	September 2012	-
SAS Superstructure	March 2012	12	March 2013	March 2013	-
Open to Traffic: Eastbound	September 2012	12	September 2013	September 2013	-
Oakland Touchdown (OTD)	December 2013	12	December 2014	December 2014	-
OTD Submarine Cable	n/a		January 2008	January 2008	-
OTD No. 1 (Westbound)	n/a		January 2010	January 2010	-
OTD No. 2 (Eastbound)	n/a		November 2014	November 2014	-
YBI Transition Structure*	December 2013	12	November 2014	November 2014	-
Existing Bridge Demolition*	September 2014	12	September 2015	September 2015	-

Note: The new east span forecast to be fully open to traffic in September 2013. Construction activities will continue beyond that date to complete the project, including demolition of the existing structure.

The opening of the new WB and EB lanes of the SFOBB ESSP involves three segments: YBITS, SAS, and OTD. These three segments are being built and administered by three separate contracts with different construction completion dates. Construction activities on YBITS and OTD No. 2 contracts will continue beyond opening of the EB lanes of the East Span. For the YBITS contract, these construction activities are to build the new EB on-ramp to Route 80, and to restore the local roads on YBI that are impacted by the construction of the new East Span. For the OTD No. 2 contract, these construction activities are to remove the EB Route 80 Detour, to construct the remaining bike path, construct Caltrans Maintenance road, and landscaping the OTD area.

It should be noted that the schedules shown do not at this time include the potential near "worst-case" issues that may affect the schedule identified in the SFOBB ESSSP Risk Management Plan. The project team continuously works on measures to mitigate risks identified by the Risk Management team.

For additional information regarding the Implementation Plan, please refer to Attachment 1, Third Quarter 2008 TBSRP Report.

Cost Estimate

TBSRP Reporting

The Department, together with the TBPOC, uses three primary measures to monitor and report the financial status of the SFOBB ESSSP: the Baseline Budget established by California AB 144 of 2005, the current TBPOC Approved Budget, and the current Forecast Cost.

Baseline Budget

The budget established when AB 144 became law in July 2005 was the baseline budget.

Forecast Cost

The TBSRP forecast cost at completion depends on the quality of plans, contractor's performances, construction administration and effectiveness of implementing risk mitigation measures. Consequently, the Department has undertaken a probabilistic assessment of the expected program cost at completion. Quantitative cost risk analyses associated with TBSRP Capital Outlay (CO) and Capital Outlay Support (COS) are reported in the Quarterly Risk Management Report (QRMR) and considered in the TBPOC's cost forecasts.

Cost History

The AB 144/SB 66 baseline budget for the SFOBB ESSSP was $5.487 billion with $959.3 million in COS and $4.527 billion in CO. As of this report, the TBPOC approved budget changes to some of the SFOBB ESSSP contracts. The TBPOC current approved budget was $5.7 billion, an increase of $ 215.5 million from the AB 144/SB 66 baseline budget. The Third Quarter 2008 forecast of the SFOBB ESSSP was $5.7 billion. The increase will be funded by redirected project savings from the Richmond-San Rafael Bridge, savings from other completed contracts within the East Span and from the program contingency. See *Table 6. Toll Bridge Seismic Retrofit Program, Cost History*.

Table 6. Toll Bridge Seismic Retrofit Program, Cost History.

Toll Bridge Seismic Retrofit Program
Cost History ($ in Millions)

Contract	AB 144/ SB 66 Budget (2005)	Approved Changes	TBPOC Current Approved Budget	3rd Quarter 2008 Forecast	Variance
a	b	c	d = b + c	f	g = f - d
Completed Projects					
Benicia-Martinez	177.8		177.8	177.8	
Carquinez	114.2		114.2	114.2	
San Mateo-Hayward	163.5		163.5	163.5	
Vincent Thomas	58.5		58.5	58.5	
San Diego-Coronado	103.5		103.5	103.5	
SFOBB West Span	307.9		307.9	307.9	
Richmond-San Rafae	914.0	(97.5)	816.5	816.5	
Ongoing Projects					
SFOBB West Approach	429.0	24.7	453.7	470.7	17.0
SFOBB East Span	5,486.6	215.5	5,702.1	5,730.0	27.9
Capital Outlay Support	959.3		959.3	977.1	17.8
Capital Outlay					
Skyway	1,293.0	(38.9)	1,254.1	1,254.1	
SAS Superstructure	1,753.7		1,753.7	1,767.4	13.7
SAS E2/T1 Foundations	313.5	(32.6)	280.9	280.9	
YBI South/South Detour	131.9	310.2	442.2	461.2	19.0
YBI Structures	299.3	(23.2)	276.1	276.1	
YBITS 1				214.3	
YBITS 2				58.5	
YBITS 3				3.3	
Oakland Touchdown	283.8		283.8	302.5	18.7
OTD Submarine Cable				9.6	
OTD Westbound				226.5	
OTD Eastbound				62.0	
OTD Electrical Systems				4.4	
Existing Bridge Demolitior	239.2		239.2	222.0	(17.2)
Stormwater Treatment Measures	15.0	3.3	18.3	18.3	
East Span Completed Projects	90.3		90.3	90.3	
Right-of-Way and Environmental Mitigation	72.4		72.4	72.4	
Other Budgeted Capital	35.1	(3.3)	31.8	7.7	(24.1)
Miscellaneous Program Costs	30.0		30.0	30	
Subtotal	7,785.0	142.7	7,927.7	7,972.6	44.9
Program Contingency	900.0	(142.7)	757.3	712.4	(44.9)
TOTAL	**8,685.0**	-	**8,685.0**	**8,685.0**	-

Note: Details may not sum to totals due to rounding effects.

Toll Bridge Seismic Retrofit Program - Program Budget
As of September 30, 2008
(Dollars in Millions)

	Budgeted	Funding Available & Contributions
Financing		
Seismic Surcharge Revenue AB 1171	$2,282	2,282.00
Seismic Surcharge Revenue AB 144	$2,150	2,150.00
BATA Consolidation	$820	820.00
Subtotal - Financing	**$5,252**	**5,252.00**
Contributions		
Proposition 192	$790	789.00
San Diego Coronado Toll Bridge Revenue Fund	$33	33.00
Vincent Thomas Bridge	$15	6.90
State Highway Account[1][2]	$745	745.00
Public Transportation Account[1][3]	$130	130.00
ITIP/SHOPP/Federal Contingency	$448	0.00
Federal Highway Bridge Replacement and Rehabilitation (HBRR)	$642	642.00
SHA - East Span Demolition	$300	
SHA - "Efficiency Savings"[4]	$130	10.00
Redirect Spillover	$125	125.00
Motor Vehicle Account	$75	75.00
Subtotal - Contributions	**$3,433**	**2,555.90**
Total Funding	**$8,685**	**7,807.90**
Allocated to Date		**6,900.13**
Remaining Unallocated		**907.77**

[1] The California Transportation Commission adopted a new schedule and changed the PTA/SHA split on December 15, 2005.

[2] To date, $645 million has been transferred from the SHA to the TBSRP, including the full $290 million transfer scheduled by the CTC to occur in 2005-06. An additional $100 million has been expended directly from the account.

[3] To date, $130 million has been transferred from the PTA to the TBSRP, including the full amount of all transfers scheduled by the CTC.

[4] To date, $10 million has been transferred from the SHA to the TBSRP, representing the commitment of "Efficiency Savings" identified under AB 144. Approximately $120 million remains to be distributed as scheduled by the CTC.

Notes:
Program budget includes $900 million program contingency.

Summary of Significant Cost Change

The TBSRP Quarterly Report includes a discussion of the status of TBSRP projects and financial information consisting of baseline costs and forecast costs. The TBSRP Quarterly Report currently includes a discussion of risks and the adequacy of Program Contingency provided by Risk Management.

Caltrans continuously evaluates project and contract cost forecasts. The forecast as of September 30, 2008, includes revised forecasts from the AB 144/SB 66 baseline budget and TBPOC approved budget, and is as follows:

- The total Capital Outlay Support forecast of $977.1 million for the SFOBB ESSSP is the same forecast reported in the 2007 annual update. However, there were COS budget adjustments among a few contracts within the SFOBB ESSSP. These adjustments were approved by TBPOC and did not change the total budgeted COS for the SFOBB ESSSP.

- A decrease of $38.9 million in the budget for the Skyway contract due to savings after contract closeout.

- A decrease of $32.6 million in the budget for the SAS Marine Foundation (E2/T1) contract due to savings after contract closeout.

- A forecast of $13.7 million increase for the SAS Superstructure contract to cover some delay risks and other challenges as identified in the Risk Management section of this report.

- A forecast of $18.7 million increase in CO from the AB 144/SB 66 baseline budget was reported for OTD. The increase was due to the additional budget allocated for the OTD Contract No.1. TBPOC approved the change when the contract was ready to be advertised. The TBPOC approved budget was $226.5 million. The contract was awarded in July 2007 and the construction allotment was $209.4 million.

- In June 2008, the TBPOC approved a number of changes to the YBI South/South Detour (SSD) contract to better integrate the detour work into the current project schedule and to reduce overall project risks. These changes will mitigate risks related to the tie-in of the detour viaduct to the existing viaduct as well as mitigate the overall schedule risks. The TBPOC approved contract budget as reported in the Third Quarter 2008 TBSRP Report was $442.2 million. The increase will be funded from the program contingency and redirected savings from other completed contracts. The increase does not change the overall TBSR program budget.

- The Bridge Demolition Contract is in the early design state (ten percent completion). The variance shown in Table 6 for this project was due to a re-evaluation of the cost escalation rates.

All of the variances discussed above can be funded from a combination of savings from closeout contracts, the non-project specific cost for COS, other budgeted capital for CO, and also from the program contingencies.

For additional information, please refer to *Appendix B. TBSRP East Span Only AB 144/SB66 Baseline Budget, Forecasts, and Expenditures through September 30, 2008,* pages 34 and 35 of *Attachment 1. Third Quarter 2008 TBSRP Report.*

SFOBB ESSSP Risk Management

Caltrans continues to implement comprehensive risk management on all SFOBB ESSSP contracts in accordance with AB 144. Currently, Caltrans and BATA have embarked on an initiative to manage risks jointly. Risk response efforts continue to focus on encouraging responsive bids for future contracts and mitigating the estimated cost and schedule impacts of identified risks. Updates of these risk management activities are included in *Attachment 1, Third Quarter 2008 TBSRP Report,* pages 25 and 27.

Cost and schedule risk management activities are ongoing for all contracts. The "bottom line" of cost risk analysis is whether the Program Reserve remains adequate to cover project risks. AB144 requires Caltrans to regularly assess the adequacy of the Program Reserve.

AB 144 set a $900 million Program Reserve (also referred to as the Program Contingency). In late 2006, the Program Contingency was increased to $989 million through the recovery of $89 million from the Richmond-San Rafael Bridge retrofit project. With TBPOC approval of scope and budget changes for work on YBI, the Program Contingency is currently at $757.3 million. See *Table 6. Toll Bridge Seismic Retrofit Program, San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, Cost History*

Each contract has a contingency allowance within its budget. The sum of these contingency allowances is compared to the total of capital outlay, capital outlay support and program risks. Any excess of the risks over the contingency allowances represents a potential draw on the Program Contingency (the reserve). As of the end of the second quarter 2008, the potential draw on Program Contingency ranged from about $300 million to $650 million, as shown in Figure 1.

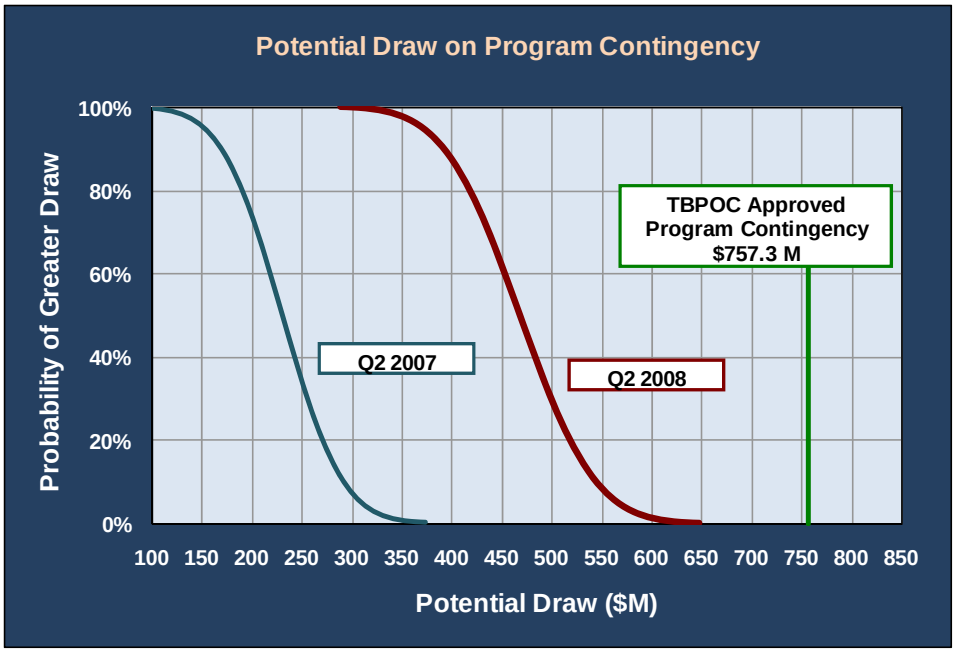


Figure 1. Potential Draw on Program Contingency

Figure 2 shows the trend of Program Contingency and the range of potential draw from 2007 into 2008. The Program Contingency is at $757.3 million according to the TBPOC Q2 2008 Approved Budget, down from $785.1 million in the previous quarter because the budget of the YBI Detour contract was increased, partially offset by funds were recovered from the completed Skyway and E2-T1 contracts.

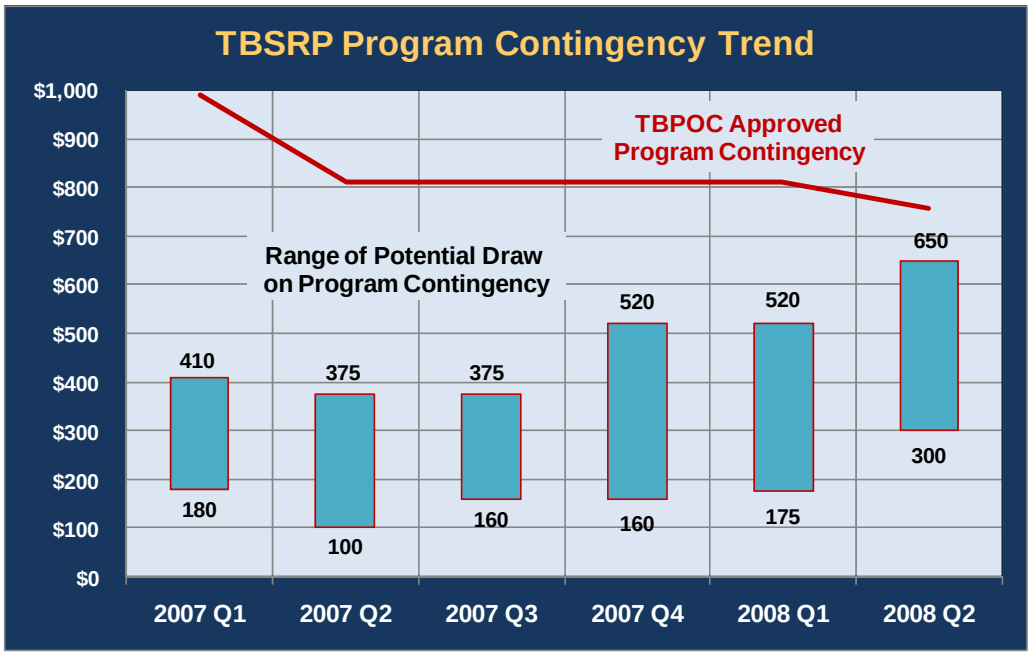


Figure 2 – program contingency trend

The ranges depicted by the blue bars represent the uncertainty in the potential draw on Program Contingency and are derived from the quantitative risk analyses results for each quarter.

In 2007, the range of potential draw increased in the 2nd quarter primarily due to uncertainties in the cost of the changes to the YBI Detour contract. The range narrowed in the 3rd quarter because a set of YBI Detour contract change orders was developed to effect the desired changes to the contract, and that resulted in a refinement of the cost estimates. In the 4th quarter, the increase in contract change orders reduced the contingency available from contracts, thereby increasing the potential draw.

In 2008, the range of potential draw did not change significantly in the 1st quarter. It increased in the 2nd quarter because prices of construction materials, energy, and commodities had risen significantly in recent months, and the value of the United States dollar against foreign currency had been dropping significantly, causing a reassessment of risk involving these issues.

Prices of construction materials, energy, and commodities have risen significantly in recent months. Moreover, the value of the United States dollar against foreign currency has been dropping significantly. Along with significant fuel price escalation, operating cost volatility has also increased. Moreover, the SAS Contractor stated that the fabrication schedule for the Orthotropic Box Girder is 4 to 5 months behind schedule. This potential schedule delay caused an upward assessment of delay cost risks for the SAS contract and the other contracts that may be affected by SAS delays.

The Program Contingency is currently sufficient to cover identified risks but the upper range of potential draw is getting closer to the Program Contingency balance in the second quarter of 2008.

Ongoing risk mitigation actions are being developed to reduce the potential draw on the Program Contingency.

Major Risk Issues

While risk identification, updating and mitigation activities are ongoing on all contracts in the project, Caltrans has identified six risk areas that are critical and formed focus teams to formulate and implement opportunity and risk response strategies in each of these areas. The focus teams are continuing their work and provide regular updates on risk response strategies.

1. Self-Anchored Suspension (SAS) Tower and Deck Fabrication

The Fabrication Focus Team (Team China) is continuing its evaluation of the five main elements – machines, information, manpower, materials, environment - that might influence the SAS Bridge Fabrication at the Zhenhua Port Machinery Company (ZPMC) in China. It is developing strategies to reduce risk and to accelerate fabrication while maintaining the specified quality.

Update:

The first of three tower mockups was completed in March 2008. A few non-critical procedures remain to be closed out. ZPMC has started skin plate production welding on the 47m long tower sections and is progressing well. It is expected there will be fabrication challenges in the months to come. All areas of tower production will be monitored and addressed to ensure the necessary dimensional tolerances are maintained.

Caltrans is reviewing the Contractor's Welding Quality Control Plan and has identified at least two other options for resolution. Details of the alternatives and how to implement them remain to be worked out.

Team China is implementing a "Green Tag" procedure to identify fabricated components at the fabrication shop that are in compliance with the contract requirements. It is also working with the Contractor and ZPMC to mitigate OBG and Tower fabrication delays shown in the Contractor's latest schedule update.

2. SAS Cable Installation

While the SAS appears to have two cables, there is actually just one continuous main cable that is anchored within the decks at the eastern end where it ties into the Skyway orthotropic box girder sections. This cable is carried over the tower and wrapped around the two side-by-side decks at the western end. The Cable Installation Focus Team is developing strategies and solutions to mitigate potential risks: unique problems in attaining the required cable geometry; difficulties the Contractor may encounter in pulling the unique cable into place; compaction of the cable to the correct dimensions prior to the fitting of the cable bands; and complications during load transfer due to the unique three-dimensional geometry.

Update:

The latest schedule update from the Contractor shows the completion of load transfer behind schedule. The cable installation focus team is investigating opportunities to eliminate this delay.

3. SAS Barge Crane Procurement and Delivery

The SAS Contractor experienced challenges in obtaining a "Coastwise" certification for its Shearleg Barge Crane ("Barge Crane"). A "Coastwise" certification is required by the Federal Jones Act for operation in U.S. waters. The Barge Crane is essential to SAS bridge construction and is on the critical path of the SAS schedule. Any change to the Contractor's current Barge Crane manufacturing and assembly plan would impact the project. The SAS Contractor is continuing to work with the Federal Government to obtain the needed certification.

Update:

The latest schedule update from the Contractor indicates that the barge crane will arrive at the SAS site two months later than planned. This situation is being monitored, as is the "Coastwise" certification status. Expectations are that the barge with crane will retain "Coastwise" certification.

4. Corridor Mechanical/Electrical Systems Integration

The mechanical/electrical/piping (MEP) systems include the traffic operations system, Supervisory Control and Data Acquisition system, and the 15 kV power distribution systems as well as longitudinal mechanical pipes which run the length of the bridge. MEP components are critical to the integrity of the bridge. MEP systems must ultimately be fully operational when the new structure is opened to traffic. The MEP Focus Team is developing strategies and solutions to mitigate potential risks related to the MEP systems. Key areas of potential risk have been identified: integrating electrical components from one end of the bridge to the other and determining who will perform the integration; verifying functionality and completeness of all MEP components; identifying the time frame for the construction of MEP components and by which contract; and ensuring MEP systems will function as designed at the completion of the project.

Update:

The MEP Core Team meets every week to develop the concept that is acceptable to all functional units and then to work out the details for developing the PS&E package of the MEP integration work for the new East Span.

5. SAS Tower Erection

The SAS steel tower will rise 525 feet above the water and will be installed on the T1 foundation. The tower will consist of four separate tower legs connected by shear link beams. These link beams are designed to flex and to absorb energy generated during a major earthquake. Each of these four separate tower legs will be fabricated in China in 5 sections of varying lengths and transported by ship to the construction site. There, the first section will be lowered over the 150 footing dowels and more than 400 high-strength rods already in place on the T1 footing, and the section will then be bolted down. The subsequent four sections will be attached along with the associated cross bracing and struts. The Tower Erection Focus Team

is developing strategies and solutions to mitigate potential risks, including: T1 footing fabrication errors; template errors; footing installation errors; damage by others prior to erection; incorrect use of template at fabrication; mis-drilling of holes in the tower base; field dowel and rod installation errors; tower alignment tolerance issues; fit up problems with each tower section, cross bracing and struts; alignment and elevation adjustment problems; tower skirt plate problems; field welding issues; and bolted splice fit issues.

Update:

The first of three tower mockups was completed in March 2008. The Tower Erection Focus Team continues to monitor progress to identify and resolve issues that may affect field erection.

6. SAS Hinge Closure Construction

The YBITS contract includes the construction of Hinge K that connects the YBITS to the SAS. The contract plans require a 90-day waiting period from pre-stressing of the YBITS superstructure to placement of the Hinge K closure pour. The intent of the 90-day requirement is to manage and control the impacts of creep and shrinkage to the extent possible to restrict the YBITS from loading the SAS. The Hinge Closure Focus Team is developing options to prevent the risk of delays to the project schedule due to the 90-day requirement.

Update:

The 90-day waiting period has been reduced to 75 days.

The YBI Transition Structures (YBITS) contract depends on SAS Phase 1 completion when the area around W2 is returned to the YBITS contractor to complete Frame 2 and perform the closure at Hinge K. The current SAS schedule update indicates that Phase 1 completion may be late. A focus team is looking at options to keep Frame 2 on falsework for an extended time until the W2 area is cleared by SAS.

Summary

The enactment of AB 144 provides the financing necessary to complete the TBSRP as quickly as possible. The bill required the Department and BATA to amend the cooperative agreement to incorporate certain oversight and control responsibilities of each agency. The bill also required the formation of a Toll Bridge Program Oversight Committee, comprised of the Director of the Department, the Executive Director of the BATA, and the Executive Director of the CTC.

All of these requirements have been met. In addition, AB 144 specifies BATA has financial control of the program while the Department has the responsibility for construction. The bill provides that any further cost increases must be paid by BATA.

BATA has the authority to increase tolls to fund these potential cost increases, if necessary. The bill gives BATA control of all three existing dollars and the new fourth dollar imposed on January 1, 2007.

The following attachment incorporated by reference to this annual update:

Attachment 1. Toll Bridge Seismic Retrofit Program Report, Third Quarter ending September 30, 2008

ITEM 4: PROGRAM ISSUES

a. TY Lin Insurance Update

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 4a

Item- Program Issues
TY Lin Insurance Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the TY Lin/Moffat & Nichols Joint Venture insurance item will be provided at the meeting.

Attachment(s):
N/A

ITEM 4: PROGRAM ISSUES

b. Education Program Partnership Update

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Bart Ney, Public Information Officer, Caltrans

RE: Agenda No. - 4b

Item- Program Issues
Educational Program Partnership

Recommendation:
APPROVAL

Cost:
$260,000

Schedule Impacts:
N/A

Discussion:
As requested at the November 6th TBPOC Meeting, the Educational Outreach Subcommittee is presenting an overview of the 2009 SFOBB Educational Outreach Pilot Program. This program is part of the Department's overall effort to encourage student participation in engineering programs.

Program elements include Classroom Presentations, a multi-tiered program with Lawrence Hall of Science, supporting the Caltrans Summer Engineering Institute and working with local service based nonprofits. The proposed partnership with Lawrence Hall of Science, accounting for a majority of the cost, includes developing Bay Bridge-specific educational material for inclusion in classroom workshops, internships, a museum exhibit, online interactive activities, and more. These costs will be funded from capital outlay support dollars allocated to the public outreach component of the program management contract. Identified costs would be drawn from FY 08/09 and FY 09/10 COS allocations.

We request TBPOC approval to procure funds and proceed with the Pilot Program.

Attachment(s):
N/A

ITEM 4: PROGRAM ISSUES

c. Pier 7 Lease Extension with City of Oakland

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 4c

Item- Program Issues
Pier 7 Lease Extension with City of Oakland

Recommendation:
APPROVAL

Cost:
$10,835,283

Schedule Impacts:
N/A

Discussion:
The current agreement between the State of California, Department of Transportation (Department) and the City of Oakland (City) allowing the Department to use Pier 7 expires April 2010. The Department has an option to use the Pier for 3 additional years at a cost of $2,400,000 per year. Current construction schedule for the East Span of the San Francisco Oakland Bay Bridge (SFOBB) requires the use of the Pier until 2015. The Department is exercising the option and the City has agreed to the 2 additional years plus a 1 year option if necessary. The cost for the additional 2 years is $2,700,000 per year. The Department has offered and the City has agreed to a one time payment due December 2008 of $10,835,283.

If we do not lock Pier 7 in at this point, we could be facing a claim from Oakland that we are disrupting future development activity on and near Pier 7 (this is a prime Oakland Army Base redevelopment property).

This one time payment is based on the present value of the 5 years of payments discounted to December 2008.

In 2002, the space that the Department occupies had a fair market rent of $0.18/square foot/month ($2,479,475/yr); in 2008, the space has a fair market rent of $0.21/square foot/month ($2,876,739/yr) an increase of 16.7%. The $2,700,000 per-year payment that

the Department negotiated for the additional 2 years equates to a 12.5% increase from the $2,400,000 per year for the option period.

The present value calculation involves the discounting of each year's payment to today's value. Inflation, based on Consumer Price Index (CPI) since 2002, has averaged 3.13% per year; the 7 year US Treasury Bill auctioned in December 2008 was 1.98%. The CPI yearly average and the 5 year T-bill supports a discount rate between 1.6% and 3.4%. The Department and the City agreed to use a discount rate of 4.5% (the City and Department negotiated this rate in April 2008 when the 7 year T-bill was 3.00%). The payments are due in the month of April each year. Below is the discount table.

Present value Discount Date:	**1-Dec-08**				
Date of Payments	**4/1/2010**	**4/1/2011**	**4/1/2012**	**4/1/2013**	**4/1/2014**
Discount Rate	**4.50%**	**4.50%**	**4.50%**	**4.50%**	**4.50%**
FV (Payments by Caltrans)	$2,400,000	$2,400,000	$2,400,000	$2,700,000	$2,700,000
N (Periods in months)	16	28	40	52	64
I (Rate)	0.0038	0.0038	0.0038	0.0038	0.0038
PV	$2,260,489	$2,161,203	$2,066,279	$2,222,464	$2,124,849
PV (Sum of Payments)	$10,835,283				

Attachment(s):
Draft Final 1st Amendment to Pier 7 Settlement Agreement – November 25, 2008

FIRST AMENDMENT TO THE SETTLEMENT AGREEMENT

REGARDING BURMA ROAD EASEMENT (Deed No. 2002072864, recorded 2/13/02 in the Official Records of Alameda County) and

PIER 7 TEMPORARY CONSTRUCTION EASEMENT (Deed No. 2002072862, recorded 2/13/02 in the Official Records of Alameda County)

(Oakland Army Base)

This First Amendment (the "First Amendment") to the Settlement Agreement Regarding Burma Road Easement and Pier 7 Temporary Construction Easement dated April 18, 2002 ("Settlement Agreement") is made this __ day of December 2008 (the "Execution Date") by and between among the REDEVELOPMENT AGENCY OF THE CITY OF OAKLAND, a community redevelopment agency organized and existing under the California Community Redevelopment Law ("ORA"), on its own behalf and as successor-in-interest to the Oakland Base Reuse Authority, the CITY OF OAKLAND, A MUNICIPAL CORPORATION, ACTING BY AND THROUGH ITS CITY COUNCIL (the "City Council") and the CITY OF OAKLAND, A MUNICIPAL CORPORATION, ACTING BY AND THROUGH ITS BOARD OF PORT COMMISSIONERS (the "Port") (collectively referred to herein as "Oakland") and the CALIFORNIA DEPARTMENT OF TRANSPORTATION, a Department of the State of California ("Department"). Oakland and Department are collectively referred to herein as "Parties".

RECITALS

A. The Oakland Base Reuse Authority ("OBRA"), a joint powers authority composed of the City of Oakland and the Redevelopment Agency of the City of Oakland, was formed in part to facilitate conveyance of the former Oakland Army Base. OBRA was a signatory to the Settlement Agreement. On August 7, 2006, OBRA transferred its assets and liabilities to ORA, including its rights and obligations under the Settlement Agreement. OBRA has ceased operations, and therefore, OBRA is not a Party to this First Amendment.

B. The Parties wish to extend the term of the Settlement Agreement and to amend the Settlement Agreement upon the terms and conditions set forth herein.

NOW, THEREFORE, for the mutual promises contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties agree as follows:

1. Terms. All capitalized terms used in this First Amendment that are not otherwise defined herein shall have the same meanings as in the Settlement Agreement.

2. Paragraph 3. Paragraph 3 is deleted in its entirety and replaced with the following:

3. Department has notified Oakland that it will require the use of Pier 7 until April 17, 2015, which is five (5) years beyond the original eight-year period provided in the Settlement Agreement. In exchange for a five-year extension of the term herein, Department agrees to pay Oakland the amount of Ten Million Eight Hundred Thirty-Five Thousand Two Hundred Eighty-Three Dollars ($10,835,283) within 45 days of execution of this Agreement, which represents an amount equivalent to the present value of a five (5) year lease for the Premises commencing on April 18, 2010 through and including April 17, 2015. If Department, at its sole option, determines that it will require the use of Pier 7 one additional year, and it provides written notice to Oakland delivered no later than March 1, 2014 ("Extension Notice"), then the Parties will extend the term of the Settlement Agreement and this First Amendment by one additional year through and including April 17, 2016. The Extension Notice will state that such extension is necessary because the seismic retrofit of the East Span of the San Francisco Oakland Bay Bridge will not be completed by April 17, 2015. Within 180 days after delivery of the Extension Notice, Department will pay Oakland Two Million Seven Hundred Thousand Dollars ($2,700,000) or the fair market rental value of the property, whichever is greater ("Extension Payment"). The fair market rental value of the property will be determined in the sole discretion of a real estate appraiser selected by Oakland.

This First Amendment has been duly executed as of the Execution Date.

CITY OF OAKLAND, A MUNICIPAL CORPORATION, ACTING BY AND THROUGH ITS CITY COUNCIL

By: _____
Name:
Title: City Administrator

Resolution No.:

Approved as to form and legality:

_____
Alix Rosenthal
Deputy City Attorney

REDEVELOPMENT AGENCY OF THE CITY OF OAKLAND

By: _____
Name:
Title: Agency Administrator

Resolution No.: 2007-0060 C.M.S.

Approved as to form and legality:

_____
Alix Rosenthal
Deputy Agency Counsel

CITY OF OAKLAND, A MUNICIPAL CORPORATION, ACTING BY AND THROUGH ITS BOARD OF PORT COMMISSIONERS

By: _____
Name: Omar R. Benjamin
Title: Executive Director

Resolution No.:

Approved as to form and legality:

_____
David L. Alexander
Port Attorney

CALIFORNIA DEPARTMENT OF TRANSPORTATION, A DEPARTMENT OF THE STATE OF CALIFORNIA

By: _____

Name: Bijan Sartipi
Title: District Director

Approved as to form and legality:

_____

Lucille Baca
State of California, Department of Transportation

ITEM 4: PROGRAM ISSUES

d. Small Business Participation Program

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 4d

Item- Program Issues
Small Business Participation Program

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
Paul Pendergast of Pendergast Associates will give a presentation on a proposal for a Small Business Participation Program at the TBPOC meeting on December 23, 2008.

Attachment(s):
N/A

ITEM 5: SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES

a. Self-Anchored Suspension (SAS) Superstructure

1) TBPOC/ABF Mitigation and Acceleration Update
2) Contract Change Order 17, S3 – Electronic Document Management System

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Andrew Fremier, Deputy Executive Director, BATA

RE: Agenda No. - 5a1

Item- San Francisco-Oakland Bay Bridge Updates
TBPOC/ABF Mitigation and Acceleration Update

Recommendation:
For Information Only

Cost Impacts:
TBD

Schedule Impacts:
TBD

Discussion:
On December 11, 2008, the TBPOC met with ABF to discuss project mitigation and acceleration options for the project. The following was discussed and agreed to in principle:

1. Design Build – ABF suggested that a closer working relationship, similar to a design/build type of contract, with Caltrans and TYLin could facilitate and accelerate resolution of design/shop drawing/fabrication questions on the project.

   Action: Department management to explore options for bringing TYLin to the table.

2. ZPMC Mitigation Proposal – ABF has negotiated a schedule mitigation proposal to accelerate shipments of the bridge components. The estimated cost of this proposal is not-to-exceed $26 million for 6 months of acceleration. The proposal has both incentive and disincentive components. TBPOC and ABF management agreed to fund the proposal at a 50/50 split.

   Action: Department and ABF staff to develop CCO for the proposal based on the 50/50 split and incentive/disincentive plan.

3. Resolution of Known Fabrication Impacts – Department and ABF staff identified a number of known fabrication changes that have impact fabrication of the bridge. It was discussed to resolve as many known issues as possible with a broad-brush evaluation to determine entitlement and impact.

   Action: Department and ABF staff to develop roadmap to resolution by January 2008 and an overall resolution CCO by February 2008.

4. Updated Core Meetings – To improve the project's working relationship, the monthly Core meeting between ABF and PMT management staffs will be revamped to focus on the identification and proactive resolution of project issues.

   Action: Ken Terpstra to take the lead with assistance from Department and ABF staff to re-organize the Core Meetings to address future issues, including resolution of issues identified in Item #3, identification of future potential issues, and development of a joint Opportunity Schedule looking at further acceleration of the project by April 2008.

Attachment(s)

1. TBPOC/ABF Partnering Session slides, December 11, 2008
2. ABF Discussion Chart
3. SAS Fabrication Diagram, December 17, 2008

ROADMAP TO COMPLETION

December 11, 2008

Executive Contract

- **Engage the Executive Teams**
  - TBPOC, ABF Joint Venture
- **Revitalize Monthly Core Meetings**
  - Define Entitlement of Delay
  - Complete Fabrication
  - Present
    - Objectives
    - Status
    - Issues
    - Recommendations

1. Deliver Steel to SF Bay

- **OBJECTIVE**:
  - Deliver Steel to SF Bay
- **STATUS**:
  - Bridge Steel Delivery - 13 Months Late without Action
- **ISSUES**:
  - "1st of its Kind" Complex Design / Constructability Challenges
  - Extensive RFI / Shop Drawing Process
  - Global "Low Bid" Market with Limited World Sources
  - First Major US Bridge Fabricated in China
  - Timely Decision Making by All Parties
  - Differences in Business Culture between China and USA
  - Complicated MEP Coordination

1. Deliver Steel to SF Bay

❑ RECOMMENDATIONS:

A. Mitigate 6 Months:

- Incentivize ZPMC to Advance Shipping Dates

B. Settle Impacts:

- ABFJV Extended Overhead
- Settle Associated Cost and Time Impacts
- Related CCOs and NOPCs:
  - Green Tagging
  - Phased Array Testing
  - U-Rib Delay
  - Cross Beam Kink
  - Tower RFIs

C. Next Steps:

- December 23, 2008:
  - Make Decision on A
  - Agree on Concept & Timeline for B
- End of February 2009:
  - Complete A & B

2. Improved Delivery of Overall Project

- **OBJECTIVE**:
  - Improved Delivery of Overall Project

- **STATUS**:
  - Behind the Baseline Schedule

- **ISSUES**:
  - Roadblocks Preventing Improved Delivery:
    - Apparent Reluctance to Acknowledge and Defer Time Impact on CCOs
    - Resolving and Implementing RFIs, Red lines, Yellow Sheets into the Contract
    - Liquidated Damages and Time Related Overhead
    - Critical Path Schedule Specification
    - Most Complex OBG/Tower Fabrication Still Ahead (East Anchorage and Tower Head)
    - Bi-Lateral Dimensional Control and Verification
    - Parties Not Sharing Known Risks and Design Deficiencies

- **RECOMMENDATION**:
  - Core Group to Resolve Roadblocks with PMT to Report Back to TBPOC

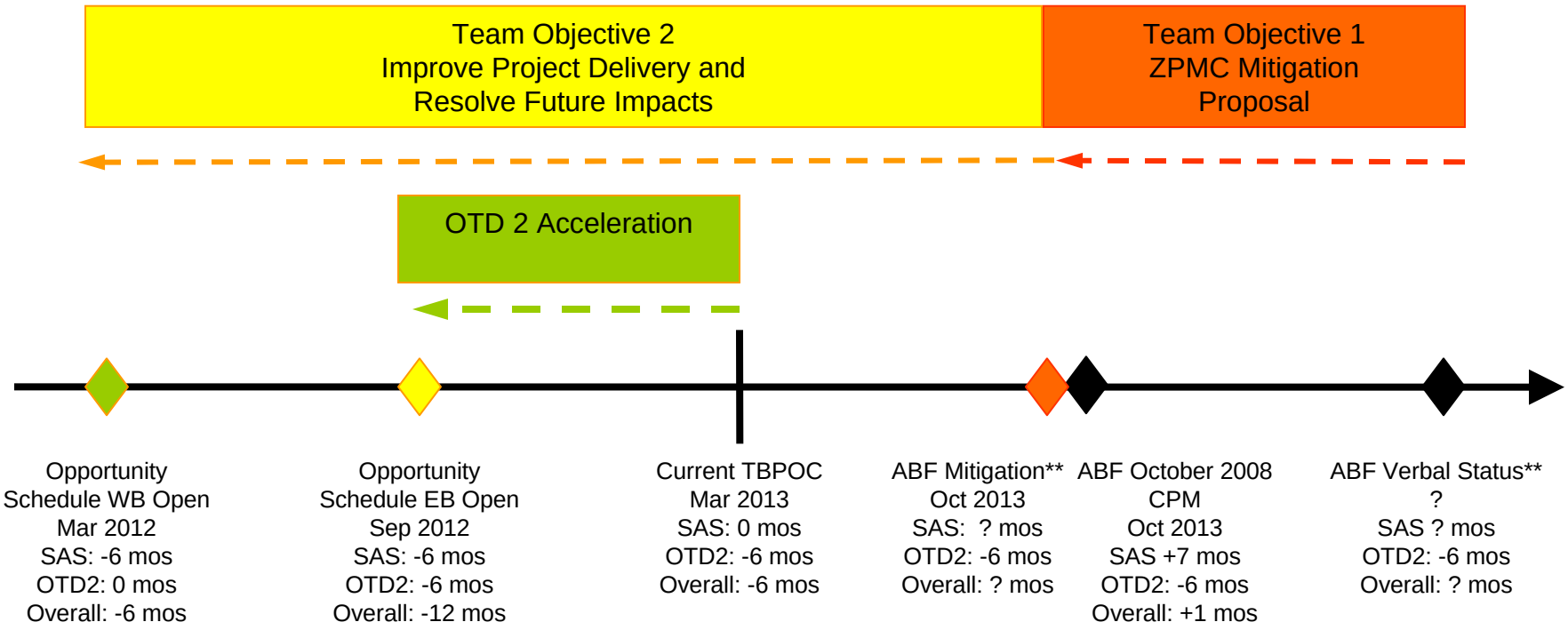
3. Identify/Resolve Future Potential Impacts

- **OBJECTIVE**:
  - Identify / Resolve Future Potential Impacts

- **STATUS**:
  - Potential for Further Schedule Slippage

- **ISSUES**:
  - East End Design / Detailing / Fabrication (Lifts 12–14)
  - Known CCOs with Currently Unquantifiable Impacts
  - Unknown CCOs – "1st of its Kind" Bridge
  - Painting
  - Ship Unloading Capacity / Lay Down Area in the Bay
  - Cable Geometry / Erection - East Saddle Geometry Conflicts
  - Weather

- **RECOMMENDATION**:
  - Core Group to Identify/Resolve Future Potential Impacts with PMT to Report Back to TBPOC



Mitigation Opportunities	Potential Time Savings	Resolution Target Date
Objective 1 – Deliver Steel to SF Bay		
ABF Mitigation	-6 mos for steel delivery	12/23/08
Objective 2 – Improve Project Delivery and Resolve Future Impacts		
Cable Erection	? mos	?
Final Fit Up/Punchlist Modification	? mos	?
Other	? mos	?

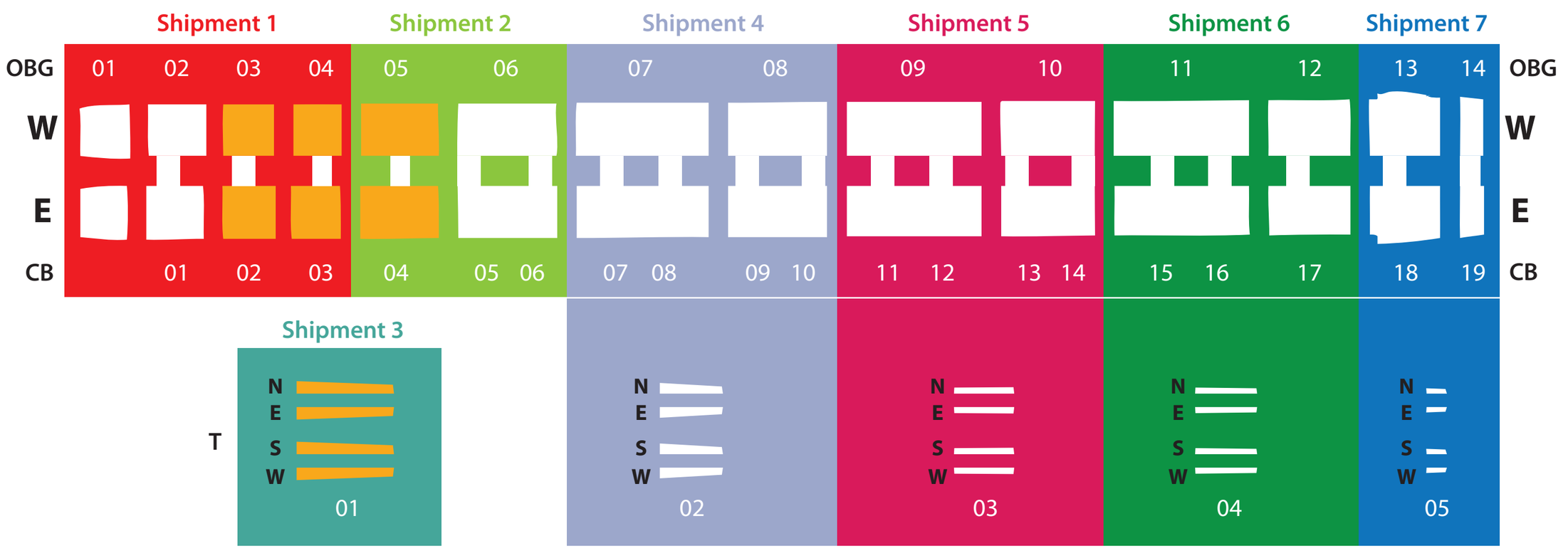
** Based on 12 month late steel delivery, with associated overall 7 month delay reported in last ABF schedule update. ABF has verbally reported that steel delivery delay has increased to 13 months.

SAS Fabrication

Fabrication Status

- Lift/Shaft Assembly
- Paint
- Shipment
- Arrival/Erection
- In-Place

Shipment	Orthotropic Box Girder (OBG)	Cargo Cross Beams (CB)	Tower Legs (T)	Shipment Date (Leaving ZPMC) Opportunity Schedule	Current TBPOC Approved Schedule	ABF Mitigation Schedule	ABF October 2008 CPM Schedule
1	OBG 1-4	CB 1-3				05/2009	05/2009
2	OBG 5-6	CB 4-6					07/2009
3			T1-1				11/2009
4	OBG 7-8	CB 7-10	T1-2				01/2010
5	OBG 9-10	CB 11-14	T1-3				04/2010
6	OBG 11-12	CB 15-17	T1-4				05/2010
7	OBG 13-14	CB 18-19	T1-5			06/2010	08/2010
8	Miscellaneous					07/2010	09/2010
			Phase 1 - Hinge K/Load Transfer	09/2011	03/2012		10/2012
			Phase 2 - WB Opening	03/2012	09/2012		06/2013
			Phase 3	09/2012	03/2013		10/2013
			EB Opening	09/2012	09/2013		



MTC Graphics/pb — 12/17/08

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE
CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5a2

Item- San Francisco-Oakland Bay Bridge Updates
SAS CCO #17, Supplement 3

Recommendation:
APPROVAL

Cost Impacts:
$1.02 million for this supplement, $2.0 million total for CCO 17

Schedule Impacts:
N/A

Discussion:
The PMT recommends that the TBPOC approve CCO #17, Supplement 3 for continued licensing and enhancement of the project's document management system.

As standard practice across most major construction projects, a computerized document management system has been implemented to enhance communication and information exchange by managing and tracking of all project correspondence, including RFI's, CCO's, submittals, and plan sheet changes. This system is not the fabrication ("green-tagging") database.

For the new East Span project, a software package called Project Management Integral Vision (PMIV) has been implemented to integrate documents management between the contractor and Department from Pier 7 to throughout the project in China and Sacramento. By contract, the cost of the system is provided by the contractor via a force account contract change order.

The Department had previously approved CCO#17 and two supplements to provide $980,000 for the licensing, maintenance and enhancement of hardware and software for the system. The Department is now requesting TBPOC approval for CCO#17 Supplement 3 for $1.02 million for the continued licensing and maintenance of the system

for the remainder of the SAS contract. As the CCO now exceeds $1.0 million, TBPOC approval is needed. Sufficient contract contingency funds have been allocated to the contract for the change order.

BATA and CTC staff have reviewed the CCO with Department staff and concur with the recommendation.

Attachment(s)

1. CCO #17, Supplement 3
2. CCO #17, S3 Memorandum

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO: 17 **Suppl. No. 3** **Contract No. 04 – 0120F4** **Road** SF-80-13.2/13.9 **FED. AID LOC.:**

To: **AMERICAN BRIDGE/FLUOR ENTERPRISES INC A JOINT VENTURE**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide additional funds.

Estimated cost of Extra Work at Force Account.....$1,020,000.00

Estimated Cost: **Increase** ☒ **Decrease** ☐ **$1,020,000.00**

By reason of this order the time of completion will be adjusted as follows: 0

Submitted by

Signature **Resident Engineer** Darryl Schram for Gary Pursell, Sup.T.E. **Date** 11/19/08

Approval Recommended by

Signature Gary Pursell **Supervising Bridge Engineer** Gary Pursell, Sup.T.E. **Date** 11/19/08

Engineer Approval by

Signature **Supervising Transportation Engineer** Peter Siegenthaler, Prin.T.E. **Date**

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature (Print name and title) **Date**

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: Pete Siegenthaler, Prin. TE / Gary Pursell, P.E., Sup T.E.	FILE: E.A. 04 - 0120F4
FROM: Gary Pursell, P.E., Sup.T.E.	CO-RTE-PM SF-80-13.2/13.9
	FED. NO.
CCO#: 17 SUPPLEMENT#: 3 Category Code: AWZZ	CONTINGENCY BALANCE (incl. this change) $127,647,187.40
COST: $1,020,000.00 INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: $0.00	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Provide Additional Funds for PMIV	**PROJECT DESCRIPTION:** CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
2490 Day(s)	0 Day(s)	30 Day(s)	1 %	2

THIS CHANGE ORDER PROVIDES FOR:

Providing funds for additional software licenses and additional software customization not included in Section 10-1.20, "Document Management System," of the Contract Special Provisions.

Section 10-1.20 "Document Management System" of the contract Special Provisions, does not address modifications and enhancements required to fully implement documentation and tracking of Field Change Notices (FCN's), Non-Conformance Reports (NCR's), METS information, RFI's, CCO's, Submittals, plan sheets, correspondence, and provide management information capabilities. Additional software licenses are needed to accommodate increased on-site and overseas staff. These changes will provide improved access to project documents, enhance communications between the Oakland Construction Office and the overseas operations, assist in resolving issues efficiently, and assist in preventing claims by providing comprehensive documentation information in a timely manner.

Payment for this supplemental change will be at Extra Work at Force Account for an estimated amount of $1,020,000.00, which can be financed from the contingency fund. This will result in a cumulative amount of $2,000,000.00 for this change order. A detailed cost analysis is in the project records.

No adjustment of contract time is warranted, as this change order does not affect the controlling operation.

This change order has concurrence from Gary Pursell (Resident Engineer), Rick Morrow (Sup. Structure Rep), Rich Foley (HQ Const), Ken Terpstra (Project Manager) and Pete Siegenthaler (Principal TE).

TBPOC approval is required for this change and will be obtained by the Department prior to authorizing the change order with the Contractor.

Design and Maintenance concurrences are not required for this change.

The Resident Engineer requests an Issue and Approve from the Division of Construction for this Change.

CONCURRED BY:		
Construction Engineer:	Res. Eng., Gary Pursell, Sup. TE	Date 11/18/08
Bridge Engineer:	Struct Rep, Rick Morrow, Sup TE	Date 11/18/08
Project Engineer:		Date
Project Manager:	Proj Manager, Ken Terpstra	Date 11/18/08
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	TBPOC	Date
Other (specify):	HQ, Rich Foley	Date 11/18/08
District Prior Approval By:		Date
HQ (Issue Approve) By:		Date
Resident Engineer's Signature:		Date

Gary Pursell 11/19/08

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$1,020,000.00	$2,000,000.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$1,020,000.00	$2,000,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

ITEM 5: SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES

b. Yerba Buena Island Detour (YBID)

1) Update

2) Contract Change Orders

- CCO 116-1
- CCO 164
- CCO 166
- CCO 169

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5b1

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Detour (YBID) Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the status of the Yerba Buena Island Detour contract will be provided at the meeting.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5b2

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Detour Contract Change Orders

Recommendation:
APPROVAL

Cost:

CCO 116-S1:	$1,896,750.00
CCO 164:	$2,770,000.00
CCO 166:	$2,028,950.00
CCO 169:	$1,095,020.00

Schedule Impacts:
N/A

Discussion:
Contract Change Order 116-S1 ($1,896,750) provides for design modifications and additional shipping costs pertaining to the fabrication and delivery of the skid bent and beam of the ETI structure. The original Change Order No. 116 provides for transporting the skid bents and beams from the fabrication facility in Vancouver, WA to the Contractor's lay down yard in the Bay Area by both truck and rail. However, due to scheduling issues and the size and weight of the pieces to be transported, it has now been determined that the upper cross beams of the skid bents and the skid beams will be required to be delivered by 4 separate barge shipments at a significantly higher cost. All other fabricated pieces will be delivered by truck.

Contract Change Order 164 ($2,770,000) provides for the construction of a temporary crane trestle to facilitate the erection of the East Tie-In steel truss. The work trestle will allow for improved crane access during the steel erection of the truss and will provide the following benefits:

- Mitigation of corridor schedule risk,
- Mitigation of constructability risks,
- Mitigation of access conflict with the City of San Francisco & the SAS project.

TBPOC provided an Authorization to Proceed (ATP) during the November 14, 2008 conference call for a cost not to exceed $3,000,000.

Contract Change Order 166 ($2,028,950) provides compensation for the contractor's fabricator to improve the fabrication delivery schedule of the skid bent and skid beam. The current project schedule update shows the ETI roll out / roll in date to be 6 weeks behind the 2009 Labor Day Weekend milestone. Costs to be incurred include but are not limited to leasing additional shop space, leasing additional lay down and storage yards, providing additional fabrication equipment and providing additional and extended labor resources. It is anticipated that these improvements could mitigate 3 to 4 weeks of the current 6 week schedule lag. This change order also provides for an incentive payment of $42,860 per calendar day for the early shipment of the fabricated skid bent and beam that fall on the project schedule's critical path. Payment of this incentive is limited to $900,000.

TBPOC provided a verbal Authorization to Proceed (ATP) during the November 6, 2008 meeting for cost not to exceed $3,000,000.

Contract Change Order 169 ($1,095,020) provides for the delivery and handling of the steel skid bent and beam from the Contractor's lay down yard staging area to the actual project site. The work of this change includes unloading approximately 40 truck loads of steel at the project site and unloading 4 barge shipments at the lay down yard staging area at Mare Island.

Attachment(s):

1. Draft CCO 116-S1 & Memorandum
2. Draft CCO 164 & Memorandum
3. Draft CCO 166 & Memorandum
4. Draft CCO 169 & Memorandum
5. CCO Implementation Strategy Doc December 12, 2008

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 116	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Force Account:

Provide additional funds for the freight costs associated with the transportation of the finished fabricated skid beam from the fabrication facility to the project site.

Estimated Cost of Extra Work at Force Account $1,300,000.00

Adjustment of Compensation at Lump Sum:

Provide for modifications to the fabrication of the skid bent and skid beam of the East Tie-In (ETI) portion of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)) as shown on Pages No. 3 through 17 of this change order.

For this work, the Contractor shall be compensated a lump sum of $596,750.00. Except for the items of work specifically excluded below, this sum constitutes full and final compensation, including all markups, for all costs associated with the work of this change.

The costs of procuring all raw steel and fasteners for the modifications to the skid bent and beam are excluded from this change and shall be compensated under Change Order No. 112. The cost of all consumable materials is included in the lump sum price paid under this change order.

Any additional cost associated with the erection of the skid bent and beam is excluded from this change order.

The cost of transporting the fabricated steel of the skid bent and beam to the project site is excluded from the lump sum price and shall be paid as extra work at force account as specified under the original Change Order No. 116.

Consideration of a time adjustment will be deferred until completion of the work specified herein. Determination of a commensurate time extension will be made in accordance with Section 8-1.07, "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

Total Cost of Adjustment of Compensation at Lump Sum $596,750.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 116	Suppl. No. 1	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

Estimated Cost: Increase ☑ Decrease ☐ **$1,896,750.00**

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: **E.A.** 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	**FED. NO.** ACBRIM-080-1(097)N
CCO#: **116** SUPPLEMENT#: **1** Category Code: **CHPA**	CONTINGENCY BALANCE (incl. this change) **$78,615,312.14**
COST: **$1,896,750.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Skid Beam Design Mods and Shipping Costs	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

Design modifications and additional shipping costs pertaining to the fabrication and delivery of the skid bent and beam of the East Tie-In (ETI) structure.

The original Change Order No. 116 provided for the fabrication of the skid bent and beam of the East Tie-In structure. Revised plan sheets have now been issued by the Office of Structures Design that provide modifications to the skid bent and beam concerning (1) extending the 2 skid beams by approximately 5.25 meters to the north, (2) adding 12 additional sets of intermediate diaphragms and external stiffners, (3) adding an additional 7,400 drilled holes in the external stiffners and (4) various minor changes to the cross beam and bracing connections for the skid bent.

Compensation for these modifications to the skid bent and beam shall be paid as an adjustment of compensation at an agreed lump sum price of $596,750.00.

This change order also provides additional force account funds of $1,300,000.00 for the transportation of the skid bents and beams. The original Change Order No. 116 provided $1,200,000.00 for transporting the skid bents and beams from the fabrication facility in Vancouver Washington to the project site. This estimate was based on delivering the skid bent steel by truck and the 7 skid beam segments by train. Due to the size and weight of the fabricated upper cross beams of the skid bent, it has now been determined that these cross beams and skid beams will be required to be delivered by 4 separate barge shipments at a significantly higher costs.

The total estimated change order cost of $1,896,750.00 shall be financed from the contract's contingency funds. A cost analysis is on file.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was requested by Mike Whiteside - YBI Coordination Engineer per Memorandums dated 5/9/08 and 7/7/08, and concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, Lina Ellis - Structure Maintenance, and Patrick Treacy - HQ Asst. Construction Coordinator.

CONCURRED BY:			
Construction Engineer:	Bill Casey, Resident Engineer	Date	
Bridge Engineer:	Mike Whiteside, Toll Bridge Design	Date	5/9/08
Project Engineer:	Hong Wong, PE	Date	
Project Manager:	Alec Melkonians	Date	
FHWA Rep.:		Date	
Environmental:		Date	
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date	12/6/08
Other (specify):	Lina Ellis, Maintenance	Date	12/9/08
District Prior Approval By:		Date	
HQ (Issue .Approve) By:	Bob Molera, HQ CCO Engineer	Date	
Resident Engineer's Signature:		Date	

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$1,300,000.00	$2,500,000.00
AGREED PRICE	$0.00	$12,966,180.00
ADJUSTMENT	$596,750.00	$596,750.00
TOTAL	$1,896,750.00	$16,062,930.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☑ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 164	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Design, provide, install, and remove temporary trestle system, including survey layout, earthwork, pile driving, steel members, deck, and handrails as required to construct a crane runway in accordance with sheets 2 through 7 of this change order and BCDC Permit 8-01 Amendment 22 for the Crane Runway Platform. The system shall provide access for cranes as required to construct the skid bent and truss system for the East Tie In (ETI).

This change order price includes full compensation for removal of and any required legal disposal of materials used during the work.

For this extra work, the Contractor will be compensated $2,770,000.00. This lump sum constitutes full compensation, including markups, for furnishing all labor, material, tools, equipment, and incidentals for doing the work involved in this change.

Prior to driving piles, a preliminary 500-meter radius safety zone for marine mammals (harbor seals, California sea lions, harbor porpoises and gray whales) will be established around the pile driving site. The Department of Transportation will have National Marine Fisheries Service approved marine mammal observers on site to establish and conduct monitoring of the safety zone. Once pile-driving begins, the safety zone radius for marine mammals will then be enlarged or reduced by the Department of Transportation, depending on monitored sound pressure levels.

If one or more marine mammals are observed within the safety zone, pile-driving shall be delayed until the mammals all move out of the area. If a marine mammal is seen above water and then dives below within the safety zone, the contractor shall wait 15 minutes, and if no marine mammals are observed within the safety zone, at that time it will be assumed that the animal has moved beyond the safety zone. If a marine mammal enters the safety zone after the driving of a pile has commenced, the driving of that pile can proceed until it has reached the prescribed tip elevation.

If pile driving of the current pile ceases for 30 minutes or more and a marine mammal is sighted within the designated safety zone prior to resumption of pile driving, the observer must notify the Engineer immediately and direct the Contractor to follow the mitigation requirements as outlined in the above paragraph.

If the pile driving work is delayed due to the marine mammal mitigation requirements, in addition to the agreed lump sum, the actual delay cost will be paid for as extra work. The equipment that is involved in such a delay will be paid for in accordance with Standard Specification Section 8-1.09 RIGHT OF WAY DELAYS and shall be compensated under a separate change order.

Contractor shall take measures, including working overtime and committing additional resources as required, to complete pile driving before December 1, 2008, and complete all work to allow trestle to be usable in a timely fashion as required to construct the skid bent and truss system for the ETI.

All work associated with the implementation and maintenance of the Contractor's Storm Water Pollution Prevention Plan and erosion control, including concrete washouts, shall be paid by the Department separately from this change order.

Flagging costs associated with this work shall be paid under change Order No. 1 with these costs being paid at 50% by the Department. The remaining flagging costs are considered to be included in the lump sum payment made under this change order.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 164	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

There will be no adjustment in contract time for this change order.

Total Cost of Extra Work at Lump Sum $2,770,000.00

Estimated Cost: Increase ☑ Decrease ☐ **$2,770,000.00**

By reason of this order the time of completion will be adjusted as follows: 0 days

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: **E.A.** 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	**FED. NO.** ACBRIM-080-1(097)N
CCO#: **164** SUPPLEMENT#: **0** Category Code: **CHTX**	CONTINGENCY BALANCE (incl. this change) **$80,825,019.14**
COST: **$2,770,000.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Crane Runway Trestle Construction	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**0** Day(s)	**1195** Day(s)	**252** %	**7**

THIS CHANGE ORDER PROVIDES FOR:

the construction of a temporary access crane runway trestle adjacent to the skid bent system of the East Tie in.

This contract provides for the construction of a temporary detour for both eastbound and westbound I-80 traffic that allows for the tie in of the east span of the new San Francisco Oakland Bay Bridge (SFOBB) to Yerba Buena Island. A December 14, 2006 Department strategy memorandum, approved by Tony Anziano, Toll Bridge Program Manager, and Richard Land, Chief Engineer, recommended that the Department assume the design responsibility for the East Tie-In (ETI) structure. Based on this memorandum, the design of the structure was changed from a design that incorporated the existing steel truss bridge with the new structure to a design that replaces the existing structure with a new structure (roll out / roll in).

As part of the change, the new ETI truss roll-in section will be erected on temporary skid bent towers located to the south of the existing structure, in an area immediately adjacent to the south shore of Yerba Buena Island. The designer's camber requirements for the truss erection specify that the entire length of the lower chord be erected and bolted prior to the erection of the top chords. Access from the north is blocked by the existing bridge structure, restricting the 300 ton crane that erects the top chord to the south side of the truss in order to access the work. The area to the south side of the truss is currently an environmentally sensitive area located at the edge of the high tide zone, and thus inaccessible to any construction equipment. In order to provide crane access at this location, the change order provides for the construction of a crane runway trestle at the beach area.

The construction of the trestle will provide additional benefits, including:

· Allowing better crane and other equipment access during all construction activities for the Skid Bent System and ETI, which will expedite the schedule for numerous critical path activities to achieve the Proposed Labor Day 2009 Roll out / Roll in operation. Activities that are anticipated to become more efficient (and thus reduce risk of schedule problems) include: Erection of skid bents and beams, erection of the ETI truss, ETI steel decking installation, ETI deck rebar installation, ETI deck forming and pouring, barrier wall installation, and skid jacking system installation.

· Allowing expedited passage of traffic for the Self-Anchored Suspension (SAS) construction past this point. Without the temporary trestle, several of the ETI operations would completely block roadway access to the eastern point ("torpedo building area") of YBI, where significant work is currently underway for the falsework erection for the SAS contract. With the runway trestle in place, an open roadway can be maintained during significant portions of the work, allowing SAS traffic to pass without having to shut down the ETI construction operation. This will benefit not only the ETI construction schedule and operations, but also the SAS work and overall new SFOBB corridor schedule.

· Allowing better crane and other equipment access during the demolition and removal of the skid bent system after completion of the roll in operation.

For this work the Contractor will be compensated at the agreed lump sum of $2,770,000.00, which will be financed from the contract's contingency funds. A detailed cost analysis for this change is on file in the project records. The agreed lump sum will cover the installation, maintenance, and removal of the temporary trestle.

In order to meet the San Francisco Bay Conservation and Development Commission (BCDC) permit requirements, Caltrans environmental group has applied for and received an amendment to the BCDC permit (Amendment No. 22 to BCDC permit No. 8-01). The BCDC permit requires the contractor to complete pile driving before December 1st, or else wait approximately 6 months until spawning season is over. In order to meet this schedule, the Contractor has agreed to take measures, including working overtime and committing additional resources as required to complete pile driving before December 1, 2008, as part of the lump sum agreement. A six month delay would result in an unacceptable delay to the overall SFOBB Replacement Project.

The BCDC permit requires Caltrans environmental to have National Marine Fisheries Service approved marine mammal observers on site to establish and conduct monitoring of a safety zone. In certain instances, the BCDC permit requires the contractor to halt pile driving operations due to the presence of marine mammals. In addition to the agreed lump sum, the Contractor will be paid on a Force Account basis for standby time incurred as a result of such delays, as authorized by the engineer. The equipment that is involved in such a delay will be paid for in accordance with Standard Specification Section 8-1.09 RIGHT OF WAY DELAYS and shall be compensated under a separate change order. Based on similar permit provisions that are in place for pile driving operations for the SAS falsework, the number and duration of such delays is not anticipated to significantly impact the progress of this operation.

No time adjustment is warranted for this change, as it does not affect the controlling operation.

This change was concurred by Alec Melkonians - Project Manager and Patrick Treacy - HQ Asst. Construction Coordinator.

Maintenance concurrence for this change order is not required, as the wall is a temporary structure and does not affect any permanent roadway.

CONCURRED BY:		
Construction Engineer:	Bill Casey, Resident Engineer	Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date 11/20/08
Project Manager:	Alec Melkonians	Date 11/18/08
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date 11/14/08
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$2,770,000.00	$2,770,000.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$2,770,000.00	$2,770,000.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☑ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 166	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Adjustment of Compensation at Lump Sum:

Provide compensation to the Contractor for costs to be incurred in order to improve the fabrication delivery schedule of the skid bent and skid beam of the East Tie-In portion of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)). Costs include but are not limited to leasing additional shop space, leasing additional lay down and storage yards, providing additional fabrication equipment and providing additional and extended labor resources.

For this work, the Contractor shall be compensated an agreed lump sum price of $2,028,950.00 which constitutes full and final compensation, including all markups, for the work specified under this change order.

Consideration of a time adjustment will be deferred until completion of the work specified herein. Determination of a commensurate time extension will be made in accordance with Section 8-1.07, "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

Total Cost of Adjustment of Compensation at Lump Sum $2,028,950.00

The lump sum payment provided herein is based on the shipment of the southern portion of the fabricated steel skid bent and skid beam to the project by February 23, 2009. In the event the fabricated steel is shipped prior to that date, the Contractor shall be paid an incentive of $42,860.00 for each calendar day prior to February 23, 2009 that the steel is shipped. Any incentive payment shall not exceed $900,000.00 and shall be provided under a supplemental change order.

For the purpose of this incentive, the shipment of the fabricated steel shall be defined as the date the last barge carrying the last skid beam segments and skid bent cross beam assemblies of the southern portion of the skid bent and beam departs from the fabricator's facilities in Vancouver, WA. The southern portion of the skid bent and beam shall be defined as Bent 3 through Bent 6 of both Skid Bent A and Skid Bent B, Skid Beams Segments A2 through A4 and Skid Beam Segments B2 through B3.

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 166	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

Estimated Cost: Increase ☑ Decrease ☐ $2,028,950.00

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: **If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: **E.A.** 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	**FED. NO.** ACBRIM-080-1(097)N
CCO#: **166** SUPPLEMENT#: **0** Category Code: **BZZZ**	CONTINGENCY BALANCE (incl. this change) **$75,467,822.05**
COST: **$2,028,950.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☐ YES ☑ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Skid Bent & Beam Fabrication Incentive	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

compensation to the contractor for the costs to be incurred in order to improve the fabrication delivery schedule of the skid bent and skid beam of the East Tie-In portion of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)).

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island and the Viaduct structure between the two tie ins.

The original contract was awarded as a performance based contract with the contractor responsible for the design of the structures based upon meeting specified design criteria. The Department issued a December 14, 2006 memo entitled Strategy for South-South Detour Contract Completion which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer) and subsequently by the TBPOC. That memo recommended that the design of the ETI structure be assumed by the Department as opposed to the as-bid performance based contractor design.

The new design of the ETI structure provides for a roll-out / roll-in concept with a new double deck steel truss span being erected adjacent to the existing span and then rolled into place after the existing span is rolled out. Change Orders No. 116 provided compensation for the fabrication of the steel skid bent and beam system which is comprised of approximately 3,000 metric tons of steel.

The fabrication of the skid bent and beam is currently the controlling operation on the project's milestone of placing traffic on the TBS detour structure during Labor Day Weekend of 2009. This traffic placement requires a full 3 day closure of the SFOBB. In the event the planned Labor Day Weekend traffic switch is not achieved, the next clear opportunity for a 3 day closure would be Memorial Day Weekend 2010. This would result in a 9 month delay to the project. At an estimated $40,000 per day in time related overhead, extended equipment and escalation costs, this delay would represent approximately $10,800,000 in costs. This delay could also potentially delay the entire SFOBB corridor.

The current project schedule update shows the ETI roll out / roll in date to be 6 weeks behind the labor Day Weekend milestone. In order to mitigate a portion of this 6 week schedule lag, this change order provides compensation for the contractor's fabricator to improve the fabrication delivery schedule of the skid bent and skid beam. Costs to be incurred include but are not limited to leasing additional shop space, leasing additional lay down and storage yards, providing additional fabrication equipment and providing additional and extended labor resources. It is anticipated that these improvements could mitigate 3 to 4 weeks of the current 6 week schedule lag.

Compensation for a portion of these fixed costs shall be paid under this change order as an adjustment of compensation at an agreed lump sum price of $2,028,950.00 which shall be financed from the contract's contingency funds. A cost estimate is on file.

This change order also provides for an incentive payment of $42,860 per calendar day for the early shipment of the fabricated skid bent and beam that fall on the project schedule's critical path. Payment of this incentive is limited to $900,000. Any payment due under this incentive shall be provided for under a supplemental change order.

This change order was approved by the Toll Bridge Project Oversight Committee at a cost not to exceed $3,000,000.00 on November 6, 2008.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, and Patrick Treacy - HQ Asst. Construction Coordinator.

Maintenance concurrence is not required as the work doesn't affect any permanent roadway features.

CONCURRED BY:		
Construction Engineer:	Bill Casey, Resident Engineer	Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$2,028,950.00	$2,028,950.00
TOTAL	$2,028,950.00	$2,028,950.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☑ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE	PERCENT

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 169	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

To: **CC MYERS INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

Extra Work at Lump Sum:

Perform the following work pertaining to the handling and jobsite transportation of fabricated steel for the skid bent and skic beam of the East Tie-In portion of the Temporary Bypass Structure (Bridge No. 34-0006 (TEMP)):

1) Provide for a lay down yard at Mare Island to receive and handle all steel shipped by barge from the Contractor's fabrication facility in Vancouver, Washington.
2) Unload 4 EA barge shipments comprised of 7 EA skid beam segments and 12 EA skid bent cross beam assemblies at Mare Island.
3) Load steel at Mare Island for marine transport, ship to the project site and unload steel at the project site.
4) Unload all steel delivered by truck directly to the project site.

For this work, the Contractor shall be compensated an agreed lump sum price of $1,095,020.00 which constitutes full compensation, including all markups, for the work specified under this change order.

This change order provides full compensation for Item No. 9 of the 9 items of work excluded from the lump sum price paid under Change Order No. 129 and no additional compensation shall be paid for that item of work.

Consideration of a time adjustment will be deferred until completion of the work specified herein. Determination of a commensurate time extension will be made in accordance with Section 8-1.07, "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

Total Cost of Extra Work at Lump Sum $1,095,020.00

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 169	Suppl. No. 0	Contract No. 04 - 0120R4	Road SF-80-12.6/13.2	FED. AID LOC.: ACBRIM-080-1(097)N

Estimated Cost: Increase ☑ Decrease ☐ $1,095,020.00

By reason of this order the time of completion will be adjusted as follows: Deferred

Submitted by

Signature	Resident Engineer BILL CASEY	Date

Approval Recommended by

Signature	SFOBB Construction Manager MIKE FORNER	Date

Engineer Approval by

Signature	SFOBB Construction Manager MIKE FORNER	Date

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: **If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.**

Contractor Acceptance by

Signature	(Print name and title)	Date

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

CONTRACT CHANGE ORDER MEMORANDUM

TO: MIKE FORNER / DEANNA VILCHECK	FILE: **E.A.** 04 - 0120R4
	CO-RTE-PM SF-80-12.6/13.2
FROM: BILL CASEY	**FED. NO.** ACBRIM-080-1(097)N
CCO#: **169** SUPPLEMENT#: **0** Category Code: **CHXX**	CONTINGENCY BALANCE (incl. this change) **$77,596,772.05**
COST: **$1,095,020.00** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Skidbent & Beam Transportation Costs	**PROJECT DESCRIPTION:** CONSTRUCT ROUTE 80 TEMP BYPASS STRUCTURE

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
475 Day(s)	**DEF** Day(s)	**1195** Day(s)	**252** %	**8**

THIS CHANGE ORDER PROVIDES FOR:

compensation to the contractor for the transportation costs associated with the delivery and handling of the fabricated steel for the East Tie-In (ETI) skid bent and beam.

This project, the Temporary Bypass Structure (TBS), was awarded in March 2004 to construct a detour that will allow for the tie in of the new east span of the San Francisco Oakland Bay Bridge to Yerba Buena Island. The TBS encompasses three main structures, the East Tie-In to the existing bridge, the West Tie-In (WTI) to Yerba Buena Island and the Viaduct structure between the two tie ins.

The original contract was awarded as a performance based contract with the contractor responsible for the design of the structures based upon meeting specified design criteria. The Department issued a December 14, 2006 memo entitled Strategy for South-South Detour Contract Completion which was approved by Tony Anziano (Toll Bridge Program Manager), Richard Land (Chief Engineer) and subsequently by the TBPOC. This memo recommended that the design of the ETI structure be assumed by the Department as opposed to the as-bid performance based contractor design.

The new design of the ETI structure provides for a roll-out / roll-in concept with a new double deck steel truss span being erected adjacent to the existing span and then rolled into place after the existing span is rolled out. This change order provides for the delivery of the steel skid bent and beam that will be erected adjacent to and under the existing span that will act to support the existing and new truss during the roll out / roll in process.

Change Orders No. 116 and No. 129 provided compensation for the fabrication and erection of the steel skid bent and beam system of the ETI structure which is comprised of approximately 3,000 metric tons of steel. Change Order No. 116 provides for the transportation of the fabricated steel from the fabricator's shop in Washington to the Contractor's lay down yard. Costs associated with the unloading of the steel and any transportation costs from the lay down to the actual project site were not covered under that change order and Change Order No. 129 specifically excluded these costs. This change order provides compensation for these steel handling and jobsite transportation costs.

The work of this change includes unloading approximately 40 truck loads of steel at the project site and unloading 4 barge shipments at the lay down yard at Mare Island. The barge shipments contain 7 separate segments of the skid beam system with each section weighing approximately 125 metric tons. Specialized cranes and wheeled transportation systems shall be required to unload and store these beams. Additionally, the contractor will be required to reload these skid beam segments onto barges, barge the steel to the project site approximately 8 miles from the lay down yard and unload the steel at the project site.

Compensation shall be paid as extra work at an agreed lump sum price of $1,095,020.00 which shall be financed from the contract's contingency funds. A cost estimate is on file.

Adjustment of contract time is deferred pending completion of the work specified in this change as it may become the controlling operation in accordance with Section 8-1.07 "Liquidated Damages", of the Standard Specifications and Section 10-1.20 "Time Related Overhead (TRO)" of the Special Provisions.

Compensation for delays resulting from this work will be made in accordance with Section 8-1.09 "Right of Way Delays" of the Standard Specifications and Section 10-1.20 "Time Related Overhead" of the Special Provisions.

This change was concurred by Alec Melkonians - Asst. Project Manager, Hong Wong - Project Engineer, and Patrick Treacy - HQ Asst. Construction Coordinator.

Maintenance concurrence is not required as the work doesn't affect any permanent roadway features.

CONCURRED BY:		
Construction Engineer:	Bill Casey, Resident Engineer	Date
Bridge Engineer:		Date
Project Engineer:	Hong Wong, PE	Date
Project Manager:	Alec Melkonians	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Asst.Const.Co	Date
Other (specify):		Date
District Prior Approval By:		Date
HQ (Issue Approve) By:	Bob Molera, HQ CCO Engineer	Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$1,095,020.00	$1,095,020.00
ADJUSTMENT	$0.00	$0.00
TOTAL	$1,095,020.00	$1,095,020.00

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☐ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☑ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☐ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

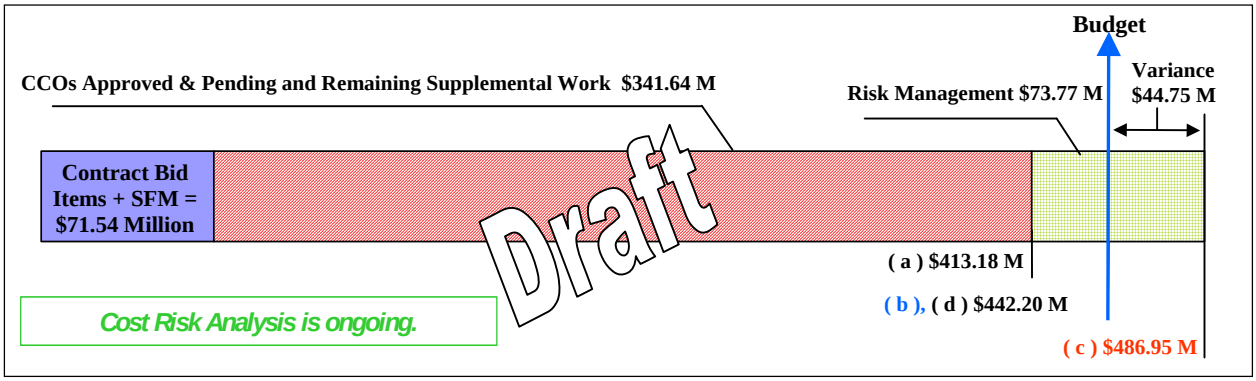
FEDERAL FUNDING SOURCE	PERCENT

South-South Detour (Contract 04-0120R4)			
Contract Award:	**March 10th, 2004**	Suspension Days:	**302 Working Days**
Original Working Days:	**475 Working Days**	Contract Extensions:	**1195 Working Days**
Original Contract Completion:	**July 27th, 2005**	Projected Contract Completion:	**April 30, 2010**

Introduction

Two memos were developed to outline a strategy for a revised SSD project that enhanced SSD viaduct design, developed tie-in design (east and west) in-house, improved the retrofit of the YBI viaduct (replacing the top deck of the viaduct rather than retrofitting in place) and advanced and incorporated select YBITS foundation work. The two memos are "San Francisco-Oakland Bay Bridge Corridor Schedule Mitigation – Strategy for South-South Detour Contract Completion" issued December 14, 2006, and "Recommendation to Construct Select Yerba Buena Island Transition Structure Foundations by Contract Change Order" issued on December 25, 2006. This strategy will result in substantial increases in the cost of the SSD project.

As approved at the March 2008 TBPOC meeting the revised budget for the SSD Project is 442.2M. This figure was established using available information as of January 2008 noting that the plans and specifications for the WTI Phase 2 and ETI were not fully complete, ranging from the 65% to 100% stage.



Scope of Work for SSD

The revisions to the original scope of work currently associated with the South-South Detour Project have been assigned into the following categories with their associated estimated cost:

Category	Scope of Work	Current Budget (March 2008)	In Progress Status Update from March 08 Approved Budget	
			Current	Delta
(0)	Original Bid Items, Baseline CCOs (1 through 48), and State Furnished Materials	$83.7	$83.7	$0
(1)	SSD New Viaduct	$31.9	$35.6	$3.7
(2a)	West Tie-In Existing Viaduct Phase 1	$39.6	$40.0	$0.4
(2b)	West Tie-In Phase 2	$15.0	$21.4	$6.4
(3)	East Tie-In	$72.5	$103.4	$30.9
(4)	YBI Transition Structures Advance Foundations	$105.8	$104.1	($1.7)
(5)	Administrative Issues and General CCOs	$48.6	$51.3	$2.7
Subtotal		**$397.1**	**$439.5**	**$42.4**
Contingency		**$45.1**	**$2.7**	
Approved Budget		**$442.2**		

Contract payments as of November 20, 2008: $256.5M

As shown, the current status of CCOs required to modify the original scope of the SSD work as defined in Categories 1 through 5 is $355.8M. The status of each category of work is discussed in the succeeding pages of this report.

Bid Items, Baseline CCOs, & State Furnished Material (0)

The break down of Category (0) is as follows:

Original Contract Amount	$ 71.2 million
Baseline CCOs (1 through 48)	$ 12.1 million
State Furnished Materials	$ 0.4 million
Total	$ 83.7 million

Baseline Contract Change Orders (1 through 48)

CCO #	Description	Executed Date	Cost
1	Flagging and Traffic Control	5/13/2004	$100,000.00
1S1	Additional Funds for Flagging and Traffic Control	2/9/2007	$200,000.00
2	Bidder Compensation	5/8/2004	$1,575,000.00
3	Partnering	9/7/2004	$25,000.00
4	DRB	9/7/2004	$100,000.00
5	Federal Trainee Program	11/12/2004	$20,000.00
5S1	Non-Journey Person Training	3/10/2005	$50,000.00
6	Removal of DBE/SBE Monitoring	2/10/2005	$0.00
7	Sampling and Analysis Work	8/30/2004	$30,000.00
8	SWPPP Maintenance Sharing	8/30/2004	$75,000.00
9	Additional Photo Survey/Public Relations	9/14/2004	$50,000.00
10	Temporary Shuttle Van Service	7/16/2004	$650,000.00
10S1	Additional Funds for Temporary Shuttle Van Service	6/23/2005	$100,000.00
10S2	Additional Funds for Temporary Shuttle Van Service	1/12/2007	$500,000.00
11	Utility Potholing	9/14/2004	$100,000.00
12	Just-In-Time Training (RSC Pavement)	2/10/2005	$5,000.00
13	PMIV Document Management System	11/3/2004	$486,743.50
14	Temporary Suspension	5/19/2004	$0.00
15	Archaeology Investigation	7/19/2004	$30,000.00
15S1	Additional Funds for Archaeology Investigation	4/22/2005	$15,000.00
16	Roadway Profile at WTI	Voided	N/A
17	Modify Drainage at G4 Entry Vault	10/24/2006	$108,217.45
18	Access Control Measures	9/8/2004	$50,000.00
19	EDR1 Alignment Modification	5/12/2005	$0.00
20	A490 Bolts	10/23/2006	$0.00
21	Removal /Disposal of Stairway	4/13/2005	$14,060.00
22	Clean Stairs and Walkways	5/24/2005	$35,000.00
23	Shared Field Data System (ShareArchive)	Voided	N/A
24	East and West Tie-In Temporary Suspension	2/1/2005	$2,181,467.40
24S1	Read Inclinometer/Adjust Equipment Costs	10/18/2005	$29,782.99
24S2	Temporary Suspension Partially Extended	5/2/2006	$4,812,631.58
24S3	Contract Days Extension/TRO Compensation	Voided	N/A
25	Bent 48, 49R, 52R Outside Boundary	3/24/2005	($19,000.00)
26	Bent 48 Articulation	4/22/2005	$0.00
27	Bent 52L Footing Conflict	1/19/2006	$94,386.51
28	Hydroseed Around W2 Columns	3/24/2005	$20,000.00
29	Replacement of Surveillance Camera	3/24/2005	$3,542.00
30	Additional Elastic Response Analysis	5/31/2005	$10,700.00
31	Soil Analysis Outside Plan Limits	6/27/2005	$20,000.00
32	SFPUC Permit Specification Change	5/17/2005	$0.00
33	Design Enhancements	Voided	N/A
34	Pole Structure Welding Specification Revision	9/30/2005	$0.00
35	Revision of East Tie-In Design Criteria	Voided	N/A
36*	Extend Limits of Viaduct Demolition	Voided	N/A
37	4 Hr Emergency Travel Way	Voided	N/A
37S1	Emergency Travel Way Falsework	Voided	N/A
38	Revision of West Tie-In Design Criteria	8/4/2005	$0.00
39	Provide Shuttle Service to USCG	6/27/2005	$10,000.00
40	Sewer Pipe Material Change	9/26/2005	$1,561.95
41	Bent 49L Utility Relocation	Voided	N/A
42	Bent 48R Pile Load Test	9/12/2005	$20,000.00
42S1	Bent 52R Pile Load Test	12/15/2005	$5,000.00
43	Material On Hand Specification Change	9/16/2005	$75,953.88
43S1	Addition of YBITS Advance to Material On Hand	Voided	N/A
44	Electrical Call Box Relocation		$47,480
45	Additional SWPPP	2/21/2006	$250,000.00
46	Southgate Road Reopening	3/8/2006	$50,000.00
47	Hazardous/Non-Hazardous Soil Removal	12/15/2005	$100,000.00
48	Buried Man-Made Objects	12/15/2005	$50,000.00
Total for Baseline Contract Change Orders			**$12,082,527.26**

- The scope of work for CCO No. 36 was completed and compensated for under the larger scope of CCO No. 76.

SSD New Viaduct

1

Progress of Work

Construction of foundations, columns, and bent caps is complete. Fabrication of the structural steel truss, performed by Dongkuk S&C in South Korea, is complete with all steel having arrived in the U.S.. All Viaduct steel has been erected into place. Concrete has been poured for both upper and lower decks in span 48, and for the lower deck in Span 49. Deck construction is ongoing in Span 50 and Span 51.

Status of Contract Change Orders: SSD New Viaduct:

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
49	LS	Stringer and Floor Beam Design Study	N/A	N/A	Executed 5/2/2006	$109,182	N/A
49S1	FA	Truss Design Modifications (Changes to Stringer and Floor Beam Connections)	I&A 12/08/06	N/A	Executed 8/17/2006	$150,000	N/A
49S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	$100,000	N/A
Subtotal (CCO #49 and Supplements)						$359,182	
50	FA	Stand Alone Viaduct Design	N/A	N/A	Executed 5/8/2006	$325,000	N/A
50S1	FA		I&A 9/21/06	N/A	Executed 10/16/2006	$300,000	N/A
50S2	FA		I&A 12/08/06	N/A	Executed 12/18/2006	$100,000	N/A
50S3	FA		I&A 2/09/07	N/A	Executed 2/13/07	$175,000	N/A
Subtotal (CCO #50 and Supplements)						$900,000	
54	LS	Deck Drainage	N/A	N/A	Executed 5/2/07	$8,000	N/A
55	LS	Viaduct Fabricator Change (SGT Closeout)	I&A 7/08/07	Approved 6/27/07	Executed 8/7/07	$5,665,330	N/A
55S1	LS	SGT Fabrication Closeout - Dongkuk Materials		Approved 3/5/08	Executed 3/17/08	$980,600	$70,600
59	LS	Water Blast Rebar Cages	N/A	N/A	Executed 2/22/07	$5,000	N/A
59S1	LS	Additional funds, Water Blast Rebar Cages	N/A	N/A	Executed 11/24/08	$5,000	$5,000
60	LS	Construction of Bent Caps	I&A 6/13/07	Approved 6/27/07	Executed 6/18/07	$7,435,950	N/A
67	FA	Viaduct/ETI Interface Modifications (Design Cost)	I&A 5/14/07	N/A	Executed 9/27/07	$800,000	N/A
79	LS	Fabrication Cost for Viaduct Design Changes July '05 - October '06	I&A 7/19/07	N/A	Executed 8/7/07	$803,400	N/A
79S1	LS	Fabrication Cost for Viaduct Design Changes - July 05-Oct 06		N/A	Executed 8/4/08	$75,860	($174,140)
80	LS	Erection Costs for Viaduct Design Changes through October 2006		Approved 1/31/08	Executed 2/20/08	$6,912,200	N/A
82	**FA**	**AC Paving and Erosion Control for Deck Drainage**		**N/A**	**In progress**	**$250,000**	**$0**
85	LS	Design of 300mm Waterline Relocation	N/A	N/A	Executed 3/17/08	$12,480	$1,994
87	LS	Viaduct Shipping Escalation Costs	I&A 7/24/07	N/A	Executed 10/2/07	$534,570	N/A
87S1	LS	Viaduct Shipping Escalation Costs	I&A 1/14/08	N/A	Executed 1/30/08	$200,000	N/A
88	LS	Viaduct Fabrication Delays	I&A 7/19/07	N/A	Executed 8/7/07	$954,460	N/A
88S1	LS	Viaduct Fabrication Delays	I&A 8/22/07	N/A	Executed 9/27/07	$776,630	N/A
98	FA/LS	Viaduct Steel Storage and Handling Cost		N/A	Executed 6/18/08	$845,370	$345,370

99	LS	Viaduct Erection Costs (Post Oct. 2006)		N/A	Executed 5/22/08	$862,614	($139,716)
100	FA	Viaduct Fabrication Costs (Post Oct. 2006)	I&A 1/22/08	N/A	Executed 1/28/08	$650,000	N/A
105	FA/LS	Dongkuk Fabrication and Temp Bracing Fabrication Costs (July 2007 Plans)		Approved 4/3/08	Executed 4/17/08	$2,140,640	$690,640
106		CCO Voided…previous scope of work was incorporated into CCO 105				-	-
107	LS	Furnish and Drive Erection Tower Falsework Piles		N/A	Executed 10/02/08	$855,190	$355,190
111	FA/LS	USCG Parking Replacement and Protection	N/A	N/A	Executed 3/17/08	$163,223	$163,223
111S1	LS	Additional costs USCG Parking Lot	N/A	N/A	Executed 6/30/08	$8,940	$8,940
115	FA	Third VIA Shipping for CCO #67 July 07 plans		N/A	Executed 5/22/08	$850,000	$450,000
128		**Waterline Relocation (NOPC 6)**		**N/A**	**In progress**	**$200,000**	**$200,000**
133		Lightweight Conc. Mix Design Spec Change		N/A	Executed 9/12/08	$0	$0
135	**LS**	**Rebar Deck Escalation Costs**		**N/A**	**In progress**	**$995,100**	**$495,100**
136	FA/LS	Provide additional alternate entrance access to USCG Base	N/A	N/A	Executed 9/23/08	$74,540	$74,540
138	LS	Waterline Relocation for Fire Hydrant (Conflicts with Span 49 Falsework)	N/A	N/A	Executed 9/23/08	$278,200	$278,200
148	FA	USCG Road Canopy below Viaduct		N/A	Executed 9/23/08	$500,000	$500,000
152		**Relocate USCG Road for steel erection FW Towers at Span 51**		**N/A**	**In progress**	**$336,420**	**$186,420**
156		Span 49 F/W Conflict w/ USCG Utilities	N/A	N/A	Executed 9/23/08	$180,820	$180,820
Current Forecast for SSD New Viaduct						**$35,619,719**	**$3,692,181**

Budget Status

The Viaduct portion of the SSD was bid at $26.74M. The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be $9M. The January 2008 revised additional cost estimate is $31.9M with a current projection of $35.6M. CCOs executed to date are $33.8M.

West Tie-In — Phase 1 — 2a

Progress of Work

Phase 1 work was substantially complete with the move in of the Structure on September 03, 2007. Miscellaneous electrical and drainage work remain. WB On-ramp was reopened on August 8, 2008.

Status of Contract Change Orders: West Tie-In Existing Viaduct (Phase 1)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
58	FA	Bridge Removal Plan	N/A	N/A	Executed 11/21/06	$60,000	N/A
58 S1	FA	Bridge Removal Plan	N/A	N/A	Executed 7/05/07	$40,000	N/A
61	FA	Advance Engineering (Work Plans and Submittals), Site Prep (Ramp Closures, Access Road), Civil Work (Grading), Structure Work (Material Procurement)	I&A 1/09/07	N/A	Executed 2/27/07	$400,000	N/A
61S1	LS/FA	Construction of Stage 1 Area and Substructure	I&A 5/16/07	Approved 6/27/07	Executed 5/18/07	$9,995,644	N/A

66	FA	TMP - Video Equipment (WTI Phase 1)	N/A	N/A	Executed 7/20/07	$175,000	N/A
68	FA	Temporary Electrical Work	N/A	N/A	Executed 7/20/07	$140,000	N/A
68S1	FA	Temporary Electrical Work Stage 2, 3 &4	I&A 12/02/07	N/A	Executed 10/31/07	$510,000	N/A
72	LS	Structure Work (Superstructure), and Temporary Shuttle Service	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	$11,096,900	N/A
76	LS	Labor Day Bridge Demolition and Move-In	I&A 7/19/07	Approved 7/27/07	Executed 7/20/07	$2,240,300	N/A
76S1	LS	Labor Day Bridge Move-In (Changeable Message Signs, Temporary Signs, Traffic Control, Bridge Removal, Bridge Move-In, Paving and Roadway Repairs, CCM Support Costs, City Traffic Officers)	I&A 8/28/07	Approved 8/24/07	Executed 9/27/07	$10,144,140	N/A
84	LS	Skid Track Foundations and Temporary Columns	I&A 7/27/07	Approved 7/27/07	Executed 7/31/07	$3,980,000	N/A
101	LS	Reconstruct Slab, West Bound On-ramp		N/A	Executed 4/17/08	$846,140	$331,140
102	FA	North side Drainage Work	N/A	N/A	Executed 4/4/08	$60,000	**$112,240**
102S1	**LS**	**Northside Drainage Work**	**DJ**	**N/A**	**In Progress**	**$52,240**	
117	**FA**	**Surface Drainage (Southside)**		**N/A**	**In Progress**	**$100,000**	
103	LS	Labor Day Weekend Closure Misc. Costs		N/A	Executed 2/20/08	$173,140	($26,860)
urrent Status for West Tie-In (Phase 1)						**$40,013,504**	**$416,520**

Budget Status

The projected additional costs in the December 14, 2006 Strategy Memorandum were estimated to be $40M. The January 2008 revised additional cost estimate is $39.6M with a current projection of $40M. CCOs executed to date are $39.9M.

West Tie-In **Phase 2** 2b

Progress of Work

Construction/Design coordination meetings with the Contractor are ongoing as needed. Foundation work and columns are complete. Falsework for Frame 1 and 2 is complete. Construction of Frame 1 Superstructure is ongoing.

Status of Contract Change Orders: West Tie-In (Phase 2)

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
62	LS	Construction of Phase 2 Foundations and Credits for Elimination of Bid Items 12 and 90		Approved 4/4/08	Executed 4/7/08	($4,649,850)	$309,150
71	LS	WTI Phase 2 Pile at Bent 46L/Slab Bridge Removal	I&A 7/24/07	N/A	Executed 7/20/07	$384,130	N/A
108	LS	Substructure		Approved 6/18/08	Executed 6/25/08	$5,378,800	$720,800
141	LS/FA	Superstructure Construction		Approved 11/18/08	Executed 11/25/08	$13,200,000	$3,855,000
141S1		**Superstructure Construction Completion Incentive (Release of Frame 1 Bent Cap FW)**		**TBD**	**In Progress**	**$1,500,000**	**$1,500,000**
143		**Civil Work (EB Onramp and Mainline)**		**TBD**	**In Progress**	**$5,183,035**	**$0**
161		T7-Line Detour		N/A	Executed 11/25/08	$403,965	$0
Current Status for West Tie-In (Phase 2)						**$21,400,080**	**$6,384,950**

Budget Status

The Contractor's bid price for the West Tie-In was $9.0M. Based on the Department's December 14, 2006 Strategy Memorandum, the costs associated with the Phase 2 West Tie-In work were estimated to be an additional $13.0M. The January 2008 revised additional cost estimate is $15.0M, with a current projection of $21.4M. This revision is based on complete foundation plans and 65% in progress substructure and superstructure plans.

East Tie-In 3

Progress of Work

Complete bent 52A and skid bent foundations design packages were delivered October 2007. Complete ETI design plans for the skid bents and skid beams were delivered March 15, 2008 and complete truss plans were delivered April 7, 2008. Construction/Design Coordination meetings with the Contractor are ongoing.

Fabrication subcontractors are continuing to procure material and fabricate members. Fabrication of the skid bent and skid beams is taking place at Thompson Metal Fab, Inc. in Vancouver, WA and the fabrication of the truss is taking place at Stinger Welding Inc. in Coolidge, AZ. The first steel for the skid bents has been delivered to the site.

The existing SFPUC sanitary sewer pump station has been relocated, the new pump station is up and running. Construction of the skid bent foundations is progressing on schedule. Lead abatement in span YB-4 of the existing truss is complete. Work on the bent cap at bent 52A is ongoing. Work on the crane runway trestle is ongoing.

Status of Contract Change Orders: East Tie-In

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
63	FA	Advance Engineering (Work Plans and Submittals)	I&A 8/22/07	N/A	Executed 9/27/07	$800,000	N/A
69	LS	Procurement of Pump/Control Panel for Pump Station Relocation	N/A	N/A	Executed 10/10/07	$111,280	N/A
69S1	LS	Construction for Pump and Control Panel for Relocated Pump Station		N/A	Executed 3/17/08	$499,996	$11,986
69S2	**LS**	**Sewer Pump Electrical Changes**		**N/A**	**In Progress**	**$2,916**	**$2,916**
90	LS	Bent 52A and Skid Bent Footings and Credits for Eliminated Bid Items 10 and 42		Approved 4/4/08	Executed 4/14/08	$11,308,380	$0
92	FA	ETI AT&T Fiber Optic Relocation	N/A	N/A	Executed 12/17/07	$175,000	N/A
93	LS/FA	Lead Paint Mitigation Existing Truss (Span YB-4)		N/A	Executed 2/20/08	$563,725	$3,725
97	FA	Bent 52A and Skid Bent Ftg's Material Procurement	I&A 11/06/07	N/A	Executed 11/19/07	$850,000	N/A
104	LS	Pier E-1 Access Towers	N/A	N/A	Executed 1/30/08	$150,000	N/A
113	LS	Relocate Waterline in Conflict with Northern Skid Bent Footings	N/A	N/A	Executed 3/17/08	$167,990	$167,990
121	LS	Soil Nail Wall Material Procure	N/A	N/A	Executed 3/17/08	$142,670	N/A
127	FA	RTU - 8 Service Platform	N/A	N/A	Executed 9/03/08	$75,000	($75,000)
		Roll-In Roll-Out, Fabricate and Install Joint Seals, Demolition, Existing Truss Strengthening, Stage 2 Wall, TMP, and Civil Work			**In Progress**	**$19,871,769**	**$0**
137	LS	Pump station Water Tank Demo	N/A	N/A	Executed 6/26/08	$114,490	$114,490

112	FA	Material Procure Skidbent (1532 Tower Legs)		Approved 2/4/08	Executed 2/19/08	$2,000,000	$20,189,405
112S1	FA	Material Procure ETI Superstructure		Approved 3/5/08	Executed 3/17/08	$8,500,000	
112S2	FA	Material Procure ETI Temporary Bypass Structure		Approved 6/16/08	Executed 6/25/08	$3,500,000	
112S3	FA	Material Procure - Additional Funds		Approved 11/13/08	Executed 11/25/08	$3,000,000	
116	FA/LS	Fabricate Superstructure & Skidbent		Approved 6/16/08	Executed 8/8/08	$14,166,180	
116S1	**FA/LS**	**Skidbeam Design Modifications**		**TBD**	**In Progress**	**$1,896,750**	
140	LS	Truss Steel Fabrication		Approved 9/04/08	Executed 9/23/08	$10,920,525	
166		**Skid Bent & Beam Fabrication Acceleration**		**TBD**	**In Progress**	**$2,028,950**	
166S1		**Skid Bent & Beam Fabrication Incentive**		**TBD**	**In Progress**	**$900,000**	
129	LS	Skid Bent and Truss Steel Erection		Approved 11/10/08	Executed 11/25/08	$14,712,500	$5,493,651
144	FA	Expansion Joint Mock-up		N/A	Executed 9/23/08	$850,000	($150,000)
149	FA	Bearing Fabrication		Approved 11/10/08	Executed 11/25/08	$1,600,000	$1,151,118
154	LS	East Pile Deduct at BW6, East Pile	N/A	N/A	Executed 9/04/08	($400)	($400)
154S1	LS	Pile Anomaly Deduction at A6W & B52A	N/A	Approved 11/13/08	Executed 11/25/08	($2,183)	($2,183)
155	FA	Excess Soil Offhaul		N/A	Executed 9/03/08	$500,000	$0
164	**LS**	**ETI Steel Erection Crane Runway Trestle**		**ATP 11/14/08**	**In Progress**	**$2,700,000**	**$2,700,000**
169		**Skid Beam Jobsite Handling and Local Transportation Costs**		**TBD**	**In Progress**	**$1,095,020**	**$1,095,020**
172	**LS**	**Lead Paint Abatement and Access at YB-3**		**N/A**	**In Progress**	**$210,450**	**$210,450**
Current Status for East Tie-In						**$103,411,008**	**$30,913,168**

Budget Status

The Contractor's bid price to construct the Contractor's design for the East Tie-In was $6.0M with an additional $1.46M to demolish the remaining portion of the ETI YB-4 span. The Department's December 14, 2006 Strategy Memorandum estimated an additional cost of $34.0M to construct the Department's ETI roll out/roll in design concept. At the time, this estimate was based on minimal design information available. The January 2008 revised additional cost estimate is $72.5M, with the current projection at $103.4M. This revision is based on complete Bent 52A and skid bent foundation design plans and 65% skid bent, skid beam, and truss design plans. Executed CCOs to date are $74.7M.

The material procurement and fabrication cost increases (CCOs 112, 116, 140, & 166) are attributed to an increase in steel weight from the 65% to 100% designed plans, along with a market fluctuation in steel price, as well as additional costs to expedite the Skid Bent/Beam and Steel Truss fabrication work.

Yerba Buena Island Transition Structures Advance Foundations

Progress of Work

The YBITS foundation and column locations being advanced are W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, W7 Ramp and the temporary E.B. onramp abutment.

W3 3L – substantially completed
3R – footing has been poured, work on the 2nd lift of column in progress

W4 4L – substantially completed
4R – column (2nd lift of 3) in progress
W5 5L – 75 of 140 piles driven
5R – work not started
W6 6L – substantially completed
6R North - column (2nd lift of 3) in progress
6R South - work not started.
W7 Mainline – construction of the temporary soil nail wall in progress
Ramp – work not started.
EB on-ramp abutment – work not started.

Status of Contract Change Orders: YBI Transition Structures Advance Foundations

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
64	FA	YBITS W3L Site Prep and Grading and Construct Access Road	N/A	N/A	Executed 1/8/07	$150,000	N/A
64S1	LS/FA	YBITS W3L Foundation and Column to Splice Zone, Integrated Shop Drawings for W3L, Concrete Washouts, 50% of Flagging, and Traffic Controls	I&A 3/13/07	Approved 2/15/07	Executed 4/4/07	$5,835,000	N/A
65	FA	Demo Exist Bridge Adv. Planning	N/A	Approved 4/14/08	Executed 4/18/08	$175,000	$0
65S1		**Demolish Exist Bridge (Bent 48 to YB-4)**		**TBD**	**In Progress**	**$7,625,000**	**$0**
70	FA	Integrated Shop Drawings for Remaining YBITS Advance Locations (W3R, W4L/R, W5L/R, W6L/R, W7L/R, and W7 Ramp)	I&A 4/04/07	N/A	Executed 5/1/07	$500,000	N/A
70S1	FA	YBITS Advance – ISD 3R, 4R/L, 5R/L, 6R/L, 7R/L & ramp		N/A	Executed 1/30/08	$450,000	N/A
73	LS	YBITS W3R, W4R, W5R/L, W6R/L, and W7 Ramp Foundations and Columns	I&A 10/24/07	Approved 10/30/07	Executed 11/19/07	$62,958,990	N/A
73S1		**Duct Bank Revisions**		**N/A**	**In Progress**	**$200,000**	**$200,000**
75	LS	YBITS W7R/L Foundations and Columns		Approved 4/3/08	Executed 4/14/08	$13,125,000	**($3,682,884)**
75S1		**Bent W7 Structure Backfill**			**In Progress**	**$1,750,000**	
77	LS	YBITS W4L Foundations and Columns	I&A 6/13/07	Approved 7/27/07	Executed 7/20/07	$7,125,000	N/A
78	FA	Relocation of Sewer Force Main	N/A	N/A	Executed 7/17/07	$125,057	N/A
94	**LS**	**YBITS Temp. EB Onramp Abutment and Staging**		**TBD**	**In Progress**	**$2,219,850**	**$0**
118	FA	Vibration & Elev. Monitoring at W5L		N/A	Executed 2/20/08	$50,000	$50,000
118S1	FA/LS/ID	Nimitz House vibration monitoring		N/A	Executed 8/05/08	$50,050	$50,050
120	LS/Credit	CIDH Pile Mitigation Deduct		N/A	Executed 3/17/08	($400)	($400)
124	FA/LS	Seismic Monitoring & Column Grounding		N/A	Executed 11/25/08	$353,975	$353,975
126	FA	YBITS Excavation / Hazmat Disposal		Approved 4/3/08	Executed 4/17/08	$500,000	$400,000
147	LS	Add Cost W4R Foundation Construction		N/A	Executed 7/21/08	$25,024	$25,024
159		**Redesign Bent W7 Soil Nail Wall**		**TBD**	**In Progress**	**$916,280**	**$916,280**
Current Status for YBI Transition Structures Advance Foundations						**$104,133,826**	**($1,687,955)**

Budget Status

The Department's December 25, 2006 Strategy Memorandum estimated the cost to construct Bents W3R/L, W4R/L, W5R/L, W6R/L, W7R/L, and W7 Ramp to be $107M. In addition, the temporary E.B. onramp abutment was added at a later date with no estimate revision. The Departments December 14, 2006 Strategy Memorandum estimated the additional demolition costs for the existing bridge (Bent 48 through YB-4) to be $3.5M. Removal of the existing bridge is included in the current contract; however, the Department anticipates

additional costs resulting from impacts of the YBITS Advance work and associated costs due to escalation. The combined estimate for both was $110.5M. The January 2008 revised additional cost estimate is $105.8M with a current projection of $104.1M. Total CCOs executed to date are $91.4M.

Administrative Issues General CCOs 5

Progress of Work

Administrative issues that remain on the SSD contract are related to setting project milestones and determining time related overhead resulting from the contract time extensions, escalation costs, the increased scope of work, and other necessary changes to the contract. Additionally, costs for implementing COZEEP for the East and West Tie-Ins need to be accounted for.

The following list of target milestones was previously provided to the Contractor to incorporate into the project schedule. This information will be revised as more detailed schedule information is developed.

	Date	Status	Notes
W3L (foundation and column up to splice zone)	March 15th, 2007	Complete	finished 3/15/07
West Tie-In Phase 1 Viaduct Demo/Roll-In Complete	September 4th, 2007	Complete	finished 9/04/07
Access to W3R Available to CCM	January 2nd, 2008	Partial access provided	coordinating access with SAS
Upper East Tie-In Area Available to CCM (Revised October 2008)	December 2009	Partial access provided	coordinating access with SAS
East Tie-In Roll-Out/Roll-In Complete (Revised October 2008)	September 7th, 2009		
Project Completion (Revised October 2008)	April 30th, 2010		

The Department has extended TRO compensation at the original contract rate through September 1, 2009. The Contractor has completed a TRO audit. The Department is reviewing this information so that an appropriate TRO adjustment can be negotiated.

The Department continues to pursue a resolution to the remaining NOPC issues. Of the 18 NOPC issues, only three remain outstanding. Of the three it is anticipated that Viaduct CCO #128 will resolve NOPC #6, resolution of the existing structure demolition costs will resolve NOPC #15, and resolution of the TRO costs will resolve NOPC #18.

Status of Contract Change Orders: Administrative Issues

CCO	Method of Payment	Description	HQ Status	TBPOC Status	CCO Status	Current Estimate/ Actual Cost	Change from March 08 Approved Budget
1 S2	FA	Flagging & Traffic Control	N/A	N/A	Executed 12/5/07	$200,000	N/A
1S3	FA	Flagging & Traffic Control	N/A	N/A	Executed 7/2/08	$300,000	$300,000
13S1	FA	PMIV Additional Funds (Resolved NOPC 7)			Executed 3/17/08	$300,000	$300,000
45 S1	LS	Additional SWPPP	I&A 12/14/07	N/A	Executed 1/31/08	$350,000	N/A
51	LS	NOPC 12 & 13 Resolution	N/A	N/A	Executed 8/17/06	$25,234	N/A
52	0	Elimination of Contractor's Design of Tie-Ins	I&A 1/19/07	N/A	Executed 3/2/07	$0	N/A
53	FA	Handling and Storage of Material	I&A 11/06/06	N/A	Executed 12/8/06	$240,000	N/A
56	LS	Contractor's Design additional cost… Resolved NOPCs 2,3,4,8,9,10,11,14, and 16		Approved 3/5/08	Executed 3/17/08	$6,837,310	($162,690)
57	LS	Demolition of Building 206	N/A	N/A	Executed 10/18/06	$22,378	N/A

57S1	LS	Remove and Clear Building 254	N/A	N/A	Executed 6/4/07	$10,572	N/A
66S1	FA	Video/Photo Documentation Services Supplemental Funds	N/A	N/A	Executed 4/14/08	$200,000	$200,000
86	LS	Additional Suspension Costs	N/A	N/A	Executed 5/19/08	$42,764	($57,236)
91	LS	Contract Days Extension/TRO Compensation to November 08	RPP 8/28/07	TBD	Executed 10/31/07	$1,818,948	N/A
91 S1	LS	Base Contract TRO Extension to September 1, 2009	I&A 10/25/07	Approved 10/30/07	Executed 11/16/07	$8,463,159	$0
91 S2	**LS**	**Global TRO adjustment and Base Contract TRO extension to December 31, 2009**		**TBD**	**In Progress**	**$28,600,000**	**$0**
96	FA	SWPPP Steep Slope Stabilization Measures	N/A	N/A	Executed 1/4/08	$190,000	$0
96S1	FA	Add Funds Shotcrete Slope at Bent 48	N/A	N/A	Executed 7/2/08	$40,000	$40,000
109	FA	MEP Coordination	N/A	N/A	Executed 1/30/08	$100,000	$0
110	FA	Geotech. Exploration Pads and Support	N/A	N/A	Executed 2/20/08	$150,000	$50,000
119	FA/LS/ID/ UP	Project Wide SWPPP	I&A 4/07/08	N/A	Executed 4/17/08	$638,939	$638,939
123	FA	Treasure Island Yard Lot Rental	I&A 4/16/08	N/A	Executed 4/17/08	$600,000	$600,000
125	FA	Project Access Paving		N/A	Executed 4/04/08	$150,000	$150,000
125S1	FA	Additional Funds, Project Access Paving	I&A 6/12//08	N/A	Executed 6/25/08	$35,000	$35,000
130	LS	Project Retention	I&A 4/07/08	N/A	Executed 4/14/08	$136,510	$136,510
131	**FA**	**Permanent Erosion Control**		**N/A**	**In Progress**	**$ 125,498**	**$ 125,498**
132	LS	Storm Damage Slope Repair (Resolved NOPC 17)		N/A	Executed 5/23/08	$23,870	$23,870
142	FA	Macalla Road Sinkhole Repair		N/A	Executed 7/18/08	$150,000	$150,000
146	FA	Macalla Road Tree Trimming	N/A	N/A	Executed 7/21/08	$50,000	$100,000
146S1	FA	Add Funds Macalla Road Tree Trimming	N/A	N/A	Executed 11/25/08	$50,000	
151		Public Safety Spec Change (Suspended Load)			Executed 9/23/08	$0	$0
157		**USCG Access Mitigation Stairway Design to Quarters Above**		**N/A**	**In Progress**	**$150,000**	**$150,000**
		Non CCO Charges…COZEEP, lead survey, respirator training			**In Progress**	**$1,323,000**	**$0**
Current Status for Administrative and General CCOs						**$51,323,182**	**$2,779,891**

Budget Status

As of January 2008 the revised additional cost estimate for Time Related Overhead, escalation issues, and job wide changes is $48.6M with the largest estimated cost being attributed to a global TRO adjustment. As Contract Change Orders for these items are negotiated, this estimate will be updated. Costs related to settlement of NOPC issues not captured here will be paid out of the contract contingency.

Additionally, the original contract allotment provided $1.3M for COZEEP. Subsequently, there were $23,000 in other charges for a lead survey and respirator training both related to the WTI Phase 1 demolition work, providing for total non-CCO related charges of $1.323M to the contract. These costs are shown here to capture costs to the project. It is also important to note that with two full bridge closures planned additional COZEEP funds may be required.

Total CCOs executed to date are $21.1M.

ITEM 5: SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES

c. Yerba Buena Island Transition Structures (YBITS) No. 1

1) Update (matrix)
2) Addendum #2

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5c1

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Transition Structures No. 1

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
The matrix on the following page is provided as a tracking tool for the specification elements contained in the Yerba Buena Island Transition Structures No. 1 contract.

Subject	Method for Incorporation into Project		Notes				
	Bid Documents	Addendum / CCO / Other	Jul 2008	Sep 2008	Oct 2008	Nov 08	Dec 08
Roadway and Structure Plans	✓		Roadway and structures plans are complete and are ready to go excluding items listed below	Roadway and structures plans are complete and advertised.			
A + B Bidding	✓		Will be incorporated into the contract. The B time will include completing work up to 12 meters before hinge K with a maximum of 900 days at $50,000 per day.				
Bid opening date		✓		Bid opening date may require an extension. See detailed discussion in TBPOC agenda item, Opportunity Schedule Update.	Addendum may be presented to the TBPOC for approval in November for proposing an extension to the bid opening date in accordance with recommendations from the Corridor Schedule Team. Additional information will be developed in October to assess status of Corridor Schedule.	Addendum #1 issued, extending bid opening to July 14, 2009.	
Areas for Contractors use (Areas PR and FP)	✓	✓	To minimize contractor congestion on the island, YBITS #1 may not start fieldwork until 1/1/2010. Potential risk that C.C. Myers may not clear area until 4/1/2010. Removed work restriction on the area around hinge K to allow for maximum amount of work to occur. Potential risk that ABF will need area to construct SAS.	To minimize contractor congestion on the island, the start of field work for YBITS #1 must be coordinated with completion of work by C.C. Myers. Current update to the Opportunity Schedule indicates that C.C. Myers may not clear the area until April 2010. Removed work restriction on the area around hinge K to allow for maximum amount of work to occur. Potential risk that ABF will need area to construct SAS.		Revised bid date would result in start of work on YBI in March/April 2010, which should be past completion of work by C.C. Myers.	Availability of area for contractor use is modified from 1/1/2010 to 5/1/2010.
Demolition of existing bridge		✓	This work is currently in the C.C. Myers contract; however, it may be possible to place this work in YBITS 1 should that make the most sense from a scheduling and cost perspective.				
W5 foundation and column		✓	There is a provision to remove this work from the CCO with C.C. Myers. This work can be placed back in YBITS 1 should that make the most sense from a scheduling and cost perspective.				
Falsework ownership		✓	If the structures built during YBITS 1 cannot be stressed, they may need to remain on falsework for an extended period of time, which would make Department ownership of the falsework desirable.			Focus group meetings are ongoing.	

Subject	Method for Incorporation into Project		Notes				
	Bid Documents	Addendum / CCO / Other	Jul 2008	Sep 2008	Oct 2008	Nov 08	Dec 08
Alternative construction method		✓	Add a hinge to the YBITS 1 contract Pros: 1. Avoids conflict in Area FP with ABF. 2. Allows for independent stressing of frames and decoupling this work from SAS contract. 3. May avoid need for more substantial falsework Cons: 1. Currently not designed in contract. 2. Complicated change that could significantly delay the project			Focus group meetings are ongoing.	
New contractor outreach		✓					Outreach target date is 4/23/09
Working drawings and working drawing campus		✓					Add working drawing campus SSP and plot of Pier 7 with real estate agreement. Working drawing submittal schedule SSP.
City of SF ramps on YBI		✓					Modify PS&E to assist future ramps connectivity to transition structure
Electrical items – allowance for future lightpipe and architectural light poles and bike path lighting		✓					Modifications to allow for lightpipe and addition of light poles on the transition structure and other electrical modifications
As-builts from the advanced work on YBI		✓					Add as-builts for most up to date changes to the advanced work
Falsework exposure		✓					Add information to minimize risk as a result of risk analysis for falsework
Specification changes as result of SAS schedule		✓					Possible changes to various SSP sections due to evolving SAS schedule
Specification changes to avoid dependency between EB and WB construction		✓					
Deck color/finish to match Skyway		✓					Provide uniformity for all new deck construction
Indicate temporary shoring		✓					

Subject	Method for Incorporation into Project		Notes				
	Bid Documents	Addendum / CCO / Other	Jul 2008	Sep 2008	Oct 2008	Nov 08	Dec 08
Modifications to underground conduits and electrical design for TOS items		✓					

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5c2

Item- San Francisco-Oakland Bay Bridge Updates
Yerba Buena Island Transition Structures No. 1, Addendum No. 2

Recommendation:
APPROVAL

Cost:
$50,000

Schedule Impacts:
N/A

Discussion:
The items for Addendum No. 2 are shown on page 3.

Addendum No. 2 includes 20 separate items. The PMT reviewed this addendum on December 1, 2008 and on December 8, 2008. All comments from BATA and CTC staff have been resolved and incorporated into the addendum.

Some of the key elements of this addendum are:

- Polyester concrete overlay at the east end of the existing viaduct is added to facilitate placement of the seismic joint.
- Class 1 finish is added to the bridge soffit for consistency with the Skyway structure.
- Section 4 of the Special Provisions is modified to clarify that the number of days bid for Designated Portion of Work 1 shall not exceed 900. The bid book is also modified to clarify the number of days and the B value is $50,000/day.
- Availability of areas for contractor use is modified from 1/1/2010 to 5/1/2010.
- Geotechnical information and soil boring information is added.
- Structure plans are modified to remove an optional construction joint and make it mandatory.

- An indemnification clause is added for TY Lin International/Moffatt & Nichol Engineers, a Joint Venture and its consultants and sub consultants.
- Nineteen (19) plan sheets are revised and 6 new sheets added; a number of special provisions are modified and two new ones added; two bid items are added and two existing bid items are revised.

Attachment(s)
N/A

Item No.	Item Description	Owner	Plans (Sheets affected)	Specs	Estimate/Cost Impact? (Yes / No)	Target Delivery Dates Consultant PS&E And ALL ITEMS DUE	Structure PS&E To District	PS&E To BATA/CTC	BATA Approval	PMT Meeting Date (For Approval)	TBPOC Meeting Addendum Signoff & PS&E To HQOE	Publish	Add. No.	Status	Additional Detail
1	Bike Path Details No. 1 remove "fiberglass" from grating callout.	Jal Birdy (JV) (909) 241-9084	Structural: Sheet 157	No	No	10/15/2008	10/29/2008	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
2	Add callouts for security fence to conform with roadway plans.	Jal Birdy (JV) (909) 241-9085	Structural: Sheet 6 of 17	No	No	10/15/2008	10/29/2008	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
3	Add Water Availability Clause	Trinh Lai Office (510) 286-1046	No	Yes	No	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
4	Add Geotechnical Report By Fugro dated 9/29/08 per SMohan	Trinh Lai Office (510) 286-1046	No	Edit SSP S5-280. Update Info H/O.	No	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
5	SCADA System. Update Spec for new technology and obtain price quote.	Brady Nadell (PB) (415) 243-4680	No	Yes	Yes	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
6	Upper Deck Polyester concrete overlay at eastern most end of the viaduct.	Jal Birdy (JV) (909) 241-9084	Sheets: SC-3, 3,4,23,25 of 209	Yes	Yes	10/15/2008	10/29/2008	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
7	Change sheet E-179. Add the word "Macalla road" to the plan sheet.	Trinh Lai Office (510) 286-1046	E-179	No	No	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
8	Changes to Gas Pipe specifications.	Trinh Lai Office (510) 286-1046	No	Gas Pipe	No	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/17/08.
9	"Optional construction joint" at Hinge K	Mike Whiteside Office (916) 227-8496	Structural: WB Typical Section No. 7 & EB Typical Section No. 6	No	No	10/15/2008	10/29/2008	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
10	Class 1 Finish of Concrete	Steve Margaris (916) 227-8559	No	Concrete	Yes	10/15/2008	10/29/2008	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/17/08.
11	EB Temp On-Ramp adjustments due to Advanced Work	Jal Birdy (JV) (909) 241-9084	Structural: Shts 1, 2, 5, 6, 7 of 13	No	Yes	10/15/2008	10/29/2008	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
12	Eliminate Reference to Temporary Construction Marine Access (Sheet C-5)	Trinh Lai Office (510) 286-1046	Sheet C-5	No	No	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.

13	Change language in the specs for emergency access road from 24 hours to 1 hour. Access misspelled.	Trinh Lai Office (510) 286-1046	No	Yes	No	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
14	Add soil boring information on the goat hill area	Saba Mohan	Yes Sheets:LOTB & Br Plans Index	No	No	10/15/2008	10/29/2008	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
15	Change to Section 4 for # of days bid for designated portion of work 1	Mike Stone	No	Section 4	No	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
16	Changes to Areas for Contractor's Use specifications. Change availability of Area PR and Area FP from 1/1/2010 to 5/1/2010.	Mike Stone	No	Yes Areas for Contractor's Use	No	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
17	Cover sheet/Index of sheets. Sheets 13 through 18 are missing.	Bob Zandipour Bob Oiffce (510) 286-5709	Yes Title Sheet	No	No	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
18	Change to Bid Book: Max Days & Cost per Day for "B" Bid	Mike Stone	No	Yes	No	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
19	Change to "Notice to Bidders" for max days bid	Mike Stone	No	Yes	No	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Submitted to BATA/CTC 11/12/08.
20	Add Indemnification Specification.	Jon Tapping	No	Yes 5-1.40 INDEMNIFICATION	No	10/15/2008	NA	11/12/2008		11/17/2008	12/23/2008	12/30/2008	2	On Schedule	Accelerated from A4 to A2 by PMT 12/1/08.

ITEM 5: SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES

d. Oakland Touchdown (OTD) No. 1
   1) Update
   2) Contract Change Order 75

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5d1

Item- San Francisco-Oakland Bay Bridge Updates
Oakland Touchdown No. 1 Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
A verbal update on the status of the Oakland Touchdown No. 1 contract will be provided at the meeting.

Attachment(s):
N/A

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5d2

Item- San Francisco-Oakland Bay Bridge Updates
Oakland Touchdown No. 1, Contract Change Order 75

Recommendation:
APPROVAL

Cost:
$3,156,913.76

Schedule Impacts:
N/A

Discussion:
This contract change order (CCO) provides for a 169 working day extension to the contract completion date to resolve all Department-caused delays through December 5, 2008.

A summary of granted delay days is shown below:

91 Compensable Working Days:

- Integrated Shop Drawing (ISD) Delays 67 days
- CCO No. 30 Stabilize Footing Subgrade 9 days
- CCO No. 33 WB/EB Footing Rebar Changes 15 days

78 Non-Compensable working days associated with concurrent impacts to the contract schedule due to the ISDs delays and stressing sequence complication

Attachment(s)

1. CCO 75
2. CCO 75 Memorandum

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Tony Anziano, Toll Bridge Program Manager, Caltrans

RE: Agenda No. - 5d2

Item- San Francisco-Oakland Bay Bridge Updates
Oakland Touchdown No. 1, Contract Change Order 75

Recommendation:
APPROVAL

Cost:
$3,156,913.76

Schedule Impacts:
N/A

Discussion:
This contract change order (CCO) provides for a 169 working day extension to the contract completion date to resolve all Department-caused delays through December 5, 2008.

A summary of granted delay days is shown below:

91 Compensable Working Days:

- Integrated Shop Drawing (ISD) Delays 67 days
- CCO No. 30 Stabilize Footing Subgrade 9 days
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78 Non-Compensable working days associated with concurrent impacts to the contract schedule due to the ISDs delays and stressing sequence complication

Attachment(s)

1. CCO 75
2. CCO 75 Memorandum

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 75	Suppl. No. 0	Contract No. 04 - 0120L4	Road ALA-80-1.6/2.7	FED. AID LOC.: NO FED AID

To: **M C M CONSTRUCTION INC**

You are directed to make the following changes from the plans and specifications or do the following described work not included in the plans and specifications for this contract. ***NOTE: This change order is not effective until approved by the Engineer.***

Description of work to be done, estimate of quantities and prices to be paid. (Segregate between additional work at contract price, agreed price and force account.) Unless otherwise stated, rates for rental of equipment cover only such time as equipment is actually used and no allowance will be made for idle time. This last percentage shown is the net accumulated increase or decrease from the original quantity in the Engineer's Estimate.

A determination of the delay in the completion of the contract and in the completion of the Designated Portion of Work due to all outstanding Department caused delays incurred through December 5, 2008 has been made in accordance with Section 8-1.07, "Liquidated Damages," of the Standard Specifications, Sections 10-1.14, "Progress Schedule (Critical Path Method)," 10-1.15, "Time Related Overhead," and Section 4, "Beginning of Work, Time of Completion and Liquidated Damages," of the Special Provisions.

The Contractor shall be granted a 169 working day time extension pertaining to the completion of the contract and a 98 working day time extension pertaining to the completion of the Designated Portion of Work for Department caused delays. With these granted time extensions, the revised completion date for all contract work shall be May 13, 2010 and the revised completion date for the Designated Portion of the Work shall be September 24, 2009.

The actual days of delay recognized under this change are listed below:

CCO No. 30, Stabilize Footing Subgrade: 9 Working Days – January 16 through January 24, 2008
CCO No. 33, WB/EB Ftg. Rebar Changes: 15 Working Days – March 10 through March 24, 2008
ISD Delays: 67 Working Days – June 26 through August 31, 2008 (compensable)
ISD Delays: 31 Working Days – September 1 through October 1, 2008 (non-compensable)
Prestressing Conflicts: 47 Working Days - Future impacts (non-compensable)

This time extension acts to resolve all outstanding Department caused delay for all work performed through December 5, 2008 and no additional delays or time extensions shall be claimed or requested by the Contractor concerning work performed through this date.

The 169 working day time extension granted herein includes a 78 working day extension associated with concurrent impacts to the contract schedule. These 78 working days shall be granted as non-compensable time. Excluding any subcontractor costs, the Contractor shall not be entitled to compensation for any time related costs incurred pertaining to these 78 days.

It is recognized under the terms of this change order that the duration for the CPM schedule prestressing activity for both Frame 1 WB and Frame 1 EB has been revised from 5 days each to 23 days each. The commensurate time extension resulting from this revision is included within the 169 working day time extension granted under this change.

Any time related impacts incurred due to weather sensitive activities being extended into the 2008/2009 winter due to the Department caused delays recognized under this change order shall be deferred. These impacts shall be limited to the time period beginning on December 6, 2008 and ending on April 30, 2009. No additional weather impacts shall be granted outside of this time period. Any time extension resulting from the extension of weather sensitive activities into this period shall be granted as non-compensable time and the Contractor shall not be entitled to compensation for any costs incurred due to these impacts.

The definition of the completion of the designated portion of work in Section 4, paragraph 5, of the Special Provisions (Addendum No. 1) is revised as follows:

"The Designated Portion of Work shall include all work on the westbound structure (Bridge No. 34-0006L) and roadway, as shown on the plans and as specified in the special provisions with the exception of removal of falsework, concrete finish work of the columns, exterior girders, and soffit, and any and all appurtenances, such as conduit, placed outside the traveled way of the structure."

CONTRACT CHANGE ORDER

Change Requested by: Engineer

CCO 75	Suppl. No. 0	Contract No. 04 - 0120L4	Road ALA-80-1.6/2.7	FED. AID LOC.: NO FED AID

Adjustment of Compensation at Lump Sum:

In accordance with Section 10-1.15, "Time Related Overhead," of the Special Provisions, the contractor shall be compensated an agreed lump sum of $2,246,913.76 ($24,691.36 per day for 91 working days). This sum constitutes full compensation, including all markups, for all additional TRO costs incurred due to this change. Payment will be made in accordance with Section 10-1.15, "Time Related Overhead," of the Special Provisions.

Adjustment of Compensation at Agreed Lump Sum $2,246,913.76

The Contractor agrees to accept the lump sum of $910,000.00 for all impact costs including, but not limited to, equipment, escalations and inefficiencies, incurred due to the Department delays recognized under this change order and not included in the compensation provide under Time Related Overhead. This lump sum constitutes full compensation, including all markups, for all outstanding impact costs resulting from this change order. Full payment will be made upon approval of this change order.

Adjustment of Compensation at Agreed Lump Sum $910,000.00

Total Adjustment of Compensation at Agreed Lump Sum $3,156,913.76

Excluding any subcontractor costs, acceptance of this change order constitutes an agreement of full resolution of all time impact costs resulting from Change Orders No. 25, No. 27, No. 30, No. 33, No. 41, No. 74, Notice of Potential Claim No. 8 and all Integrated Shop Drawing delays through December 5, 2008 and no additional compensation will be allowed therefore.

This change order acts to resolve the deferred time issued on Change Orders No. 25, No. 27, No. 30, No. 33, No. 41, No. 74 and no additional time shall be granted.

Estimated Cost: **Increase** ☑ **Decrease** ☐ **$3,156,913.76**

By reason of this order the time of completion will be adjusted as follows: 169 days

Submitted by

Signature	Resident Engineer	Date
	BEN GHAFGHAZI	

Approval Recommended by

Signature	Principal TE	Date
	Mike Forner	

Engineer Approval by

Signature	Principal TE	Date
	Mike Forner	

We the undersigned contractor, have given careful consideration to the change proposed and agree, if this proposal is approved, that we will provide all equipment, furnish the materials, except as may otherwise be noted above, and perform all services necessary for the work above specified, and will accept as full payment therefor the prices shown above.

NOTE: If you, the contractor, do not sign acceptance of this order, your attention is directed to the requirements of the specifications as to proceeding with the ordered work and filing a written protest within the time therein specified.

Contractor Acceptance by

Signature	(Print name and title)	Date

CONTRACT CHANGE ORDER MEMORANDUM

TO: AMER BATA / BEN GHAFGHAZI	FILE: **E.A.** 04 - 0120L4
	CO-RTE-PM ALA-80-1.6/2.7
FROM: BEN GHAFGHAZI	**FED. NO.** NO FED AID
CCO#: **75** SUPPLEMENT#: **0** Category Code: **AFZZ**	CONTINGENCY BALANCE (incl. this change) **$10,119,074.20**
COST: **$3,156,913.76** INCREASE ☑ DECREASE ☐	HEADQUARTERS APPROVAL REQUIRED? ☑ YES ☐ NO
SUPPLEMENTAL FUNDS PROVIDED: **$0.00**	IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? ☑ YES ☐ NO
CCO DESCRIPTION: Resolve time issues through 12/12/08.	**PROJECT DESCRIPTION:** Construct bridge, roadway, building and electrical system.

Original Contract Time:	Time Adj. This Change:	Previously Approved CCO Time Adjustments:	Percentage Time Adjusted: (including this change)	Total # of Unreconciled Deferred Time CCO(s): (including this change)
810 Day(s)	**169** Day(s)	**9** Day(s)	**22** %	**1**

THIS CHANGE ORDER PROVIDES FOR:
a 169 working days extension to the contract completion date to resolve all Department caused delays through December 5, 2008.

The summary of granted delay days is shown and discussed below:

CCO No. 30 Stabilize Footing Subgrade: 9 days - January 16 through 24, 2008
CCO No. 33 WB/EB Footing Rebar Changes: 15 days - March 10 through 24, 2008
Integrated Shop Drawing Delays: 98 days - June 26 through Oct. 1, 2008
Prestressing Conflicts: 47 days - future impacts

These 169 days are detailed below:

Change Order No. 30 Stabilization of Footing Subgrade - 9 Working Days:
After the excavation for the Bent 18L, 19L and 20L foundations, it was determined that the foundation subgrade soil didn't have sufficient bearing capacity. Change Order No. 30 was issued to place rock into the subgrade in order to stabilize the soil. The change order was issued with deferred time and it has now been determined that the work impacted the contractor's controlling operation by 9 working days.

Change Order No. 33 Footing Reinforcement Changes -15 Working Days:
The contractor performed integrated shop drawings that identified numerous conflicts at Piers E-17L through E-22L footings of the westbound structure and resulted in the replacement of the planned U-shaped reinforcing steel with circumferential confining reinforcing steel. Supplement No. 1 to the change order implemented similar changes to the footings of the eastbound structure with both change orders being issued with deferred time. The changes to the steel have resulted in a 15 working day delay to the contractor's controlling operations.

Integrated Shop Drawing Impacts - 98 Working Days (31 days non-compensable):
This time extension is necessary for the impacts to the contract work due to delays from the integrated shop drawing (ISD) process including, but not limited to, delays associated with shop drawings for bent cap and column at E19L. The ISDs were required to be performed by the contractor because of the highly congested rebar arrangement in the bridge footings and pier caps. Based on these shop drawings, numerous conflicts were identified within the pier cap including contract plans that inaccurately show conduit and utility locations through the hinges and pier caps. The utility lines also had to be relocated to avoid the pier cap rebar and prestress ducts. The prestress paths were changed to make the pier caps constructible because of a necessary change in pre-stressing sequence, a revision to the pre-stress forces, and limited means of access for performing the work. Discussions between Design and the Contractor to resolve ISDs conflicts were necessary and time consuming. These factors contributed to slow fabrication and delivery of the rebar to the jobsite and hence caused delays to the contract controlling operations. The contractor has agreed to accept 31 of the 98 days as non-compensable time in recognition of their own untimely responses in resolving the ISD conflicts.

Prestressing Conflicts – 47 Working Days (non-compensable):
This change order provides 47 non-compensable days resulting from ambiguous stressing sequencing for Frame 1 WB and Frame 1 EB. The sequence of the stressing that was provided in the contract plans was unusually complex, comprised of longitudinal, transverse and vertical stressing members, and was addressed on various plan sheets and locations within the

Special Provisions. It took several meetings with to clarify the designers' intent of the prestressing sequence in the plans. Eventually it was determined that the sequencing shown in the contract plans was incorrect and revised plans were issued under Change Order No. 62. It is now estimated that the prestressing will consume 23 work days on both Frame 1 of the westbound and Frame 1 of the eastbound structure compared to the 5 work days each allotted for these activities by the contractor in their baseline schedule. The end result is a 47 working day extension to the contract. This 47 day extension is considered concurrent delay due to joint responsibility stemming from the ambiguities and errors in the plans and the unrealistic activity durations in the contractor's baseline schedule. The change order acts to adjust the Frame 1 WB and EB prestressing activities from 5 days each to 23 days each with any additional impact deferred pending completion of the actual work.

The change order acts to extend the milestone to complete the Designated Portion of the Work by 98 working days. This milestone, as specified in the contract special provisions, requires the completion of the westbound structure and roadway in order for the structure to be used by the adjacent SAS contract. The extension provided under this change order has no impact on the SFOBB Corridor schedule.

Compensation for additional time related overhead costs shall be paid as an adjustment of compensation at agreed lump sum of $2,246,913.76 (prorated as-bid rate of $24,691.36 per day for 91 days). Compensation for extended project equipment and material costs resulting from the 91 day extension will be paid as an adjustment of compensation at an agreed lump sum of $910,000.00. The total cost of this change order is $3,156,913.76 which shall be financed from the contingency fund. An analysis of the time deferral and labor, material, and equipment costs associated with this change is maintained in contract files.

Acceptance of this change order constitutes full settlement of all time related costs for all ISDs related issues, CCO No. 30, and CCO No. 33 performed through ecember 5, 2008, and no additional compensation will be allowed. The Contractor has agreed to the terms of this change.

The direct cost of specific changes identified in the ISD process will be addressed in separate change order, however, no time extensions associated with the production of ISDs will be granted.

This change order acts to resolve the deferred time issued on Change Orders No. 25, No. 27, No. 30, No. 33, No. 41, No. 74 and no additional time shall be granted.

This change has been discussed and concurred with Patrick Treacy, HQ Coordinator, Mike Forner, SFOBB Construction Manager, and Ken Terpstra, Project Manager. Design and Maintenance concurrence is not necessary because this CCO is for time adjustment only. An Issue and Approved was granted by ....

CONCURRED BY:		
Construction Engineer:	Ben Ghafghazi	Date
Bridge Engineer:		Date
Project Engineer:		Date
Project Manager:	Ken Terprstra	Date
FHWA Rep.:		Date
Environmental:		Date
Other (specify):	Patrick Treacy, HQ Const. Coord.	Date
Other (specify):		Date
District Prior Approval By:	Mike Forner, Principal TE	Date
HQ (Issue Approve) By:		Date
Resident Engineer's Signature:		Date

ESTIMATE OF COST

	THIS REQUEST	TOTAL TO DATE
ITEMS	$0.00	$0.00
FORCE ACCOUNT	$0.00	$0.00
AGREED PRICE	$0.00	$0.00
ADJUSTMENT	$3,156,913.76	$3,156,913.76
TOTAL	$3,156,913.76	$3,156,913.76

FEDERAL PARTICIPATION

☐ PARTICIPATING ☐ PARTICIPATING IN PART ☑ NONE
☐ NON-PARTICIPATING (MAINTENANCE) ☐ NON-PARTICIPATING

FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)
☑ CCO FUNDED PER CONTRACT ☐ CCO FUNDED AS FOLLOWS

FEDERAL FUNDING SOURCE PERCENT

ITEM 5: SAN FRANCISCO-OAKLAND BAY BRIDGE UPDATES

e. Gateway Park Area

1) Update

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Stephen Maller, Deputy Director, CTC

RE: Agenda No. - 5e1

Item- San Francisco-Oakland Bay Bridge Updates
Gateway Park Area Update

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:

Overview
At the July 10, 2008 Visioning Conference, attended by Mayor Ronald Dellums (City of Oakland), TBPOC members, Will Travis (BCDC) and Pat O'Brien (EBRPD), the consensus was for the Working Group to develop a Master Access Plan and to extend the geographic scope (see attachment 1) of the Gateway Park Area.

The Working Group held a planning charrette in September 2008 to brainstorm ideas related to access, park development, and land use relationships to feed into the Master Plan scope of work. A Sketchbook was prepared summarizing the material that was developed, discussed and presented at the charrette (see attachment 2). A case studies document (see attachment 3) was also created to help inform the development of a Master Plan. From the charrette, a draft scope for the Master Access Plan was developed, but further work has been put on hold since the focus has recently shifted to the geographic scope.

In November 2008, the Working Group discussed and focused on the geographic scope, looking at the connectivity between the land parcels controlled by different agencies. The City of Oakland, Caltrans, BATA and CTC have found common interest in

exploring a land swap that would move Caltrans' Toll Bridge maintenance complex to a new location, enable Gateway Park to extend its eastern border, and allow the City of Oakland to pursue further economic development. The City of Oakland has also drafted design principles for the Gateway Park Area (attachment 4) that will be further explored during the next Visioning Conference.

Maintenance Complex

Existing maintenance facilities serving Toll Bridge and District needs are situated in the median (adjacent to the San Francisco-Oakland Bay Bridge - SFOBB - Toll Plaza) and in the South Yard (located across Eastbound 80 from the median). Existing functions include Bridge, Paint, and Electrical Maintenance, Vehicle Repair Sub Shop, and Storage, with Bridge and Paint Maintenance located in the Interurban Electric Railway Bridge Yard Shop (IERBYS) building[1].

Through 2007, Caltrans developed plans for a new maintenance complex, which included the design of new facilities in the median and South Yard and the retrofit and preservation of the IERBYS warehouse. From the 2003 Supplemental Project Report, the purpose was to satisfy expanding operational requirements of toll collection and maintenance staff personnel; to mitigate fire, seismic, and regulatory code deficiencies of the existing buildings; to provide a safe environment for employees wherein the risk associated with exposure to Asbestos Containing Materials (ACM) are minimized; and to improve operational efficiency in the SFOBB traffic corridor. The project was halted at approximately 25% design because of a lack of funding, although projects to replace two facilities determined to be most seismically deficient are proceeding with design (Tow and Toll Administration).

- New Opportunities for the South Yard

Consistent with the vision of an integrated Master Plan, two new programming opportunities for the South Yard are being explored (as illustrated in attachment 1). The first is the opportunity to extend Gateway Park eastward from the mole to include the IERBYS warehouse, which could serve a public function (one idea is as a transportation museum). The second opportunity is for the City of Oakland to use a portion of the South Yard as a site for economic development opportunities, including car dealerships and/or retail. Of interest to Oakland are the parcels east of IERBYS, which include 6.5 undeveloped acres and 3.5 acres that have existing maintenance facilities.. While each

[1] Per the 2003 Supplemental Project Report, IERBYS, built in the late 1930s as a train depot for the Southern Pacific IER Red Trains, is eligible for listing on the National Register of Historic Places as a rare surviving element of the electric railway system and for its international style architecture.

new opportunity does not preclude the other, pursuing either an extended park or a land swap with Oakland would preclude the possibility of constructing the new maintenance complex in the South Yard, and would force the relocation of existing maintenance facilities to a new site.

Oakland identified three sites adjacent to the Grand and Maritime Interchange that it would offer to Caltrans. From those three, one site—Baldwin Yard—is still on the table. Of the other two sites, one is being considered as a site for a new commercial development, and the other is known to require hazardous material mitigation.

Baldwin Yard includes 9 acres of open land and 5 acres of land underneath the freeway, and is the only one of the three that could be developed to have direct access to Interstate 80. Caltrans and BATA architects and planners have examined the site plan; from a schematic level, the site appears adequate to house the majority of the functions of the halted Maintenance Complex design, including all the core functions. Further review is underway to confirm the preliminary assessment.

- Trade Scenarios

Two trade scenarios are possible. In the first scenario, Caltrans would offer its 6.5- and 3.5-acre parcels for Oakland's 14-acre Baldwin Yard. Because of the visibility of Caltrans' existing parcels from Interstate 80, the exchange is assumed to be of equal value. Alternatively, Caltrans would offer its 6.5-acre parcel for Oakland's 14-acre Baldwin Yard, and the difference in values would be paid for by State and Toll funds in cash or for equivalent value of roadway improvements adjacent to Baldwin Yard.

The terms of each scenario would depend on an appraisal of all parcels. Staff recommends the second option, which would leave more flexibility for the park development and would have a larger buffer between the City's economic development and the park.

Reasons to trade the land include:

- Is consistent with the direction from the Visioning Conference to partner across agencies to create a Master Plan.
- Keeps the door open for an extension of Gateway Park to the IERBYS warehouse, including the possible use of IERBYS as a museum.
- Allows a downscaling of the aesthetic requirements of the new maintenance complex by relocating it to a place out of the public eye, thereby reducing its cost.

Reasons not to trade the land include:

- Requires currently unidentified State and/or Toll Funds to fill the gap, if any, in property value.
- Forces build-out of new maintenance facilities to replace existing facilities that are on Caltrans' 3.5-acre parcel site. . Funds have not been identified.

Although this item is for information only, staff would recommend proceeding with the trade because it keeps alive the opportunities to build a new maintenance complex, extend Gateway Park, and create economic development.

Next Steps:

Maintenance Complex Land Transaction

Agree in concept to the trade of Caltrans' 6.5-acre parcel and cash or roadway improvements for the 14-acre Baldwin yard (9 acres of open land and 5 under the freeway, as illustrated in attachment 1). A formal appraisal of each site will be conducted to determine the difference in value. In the meantime, a Baldwin Yard maintenance complex master plan will be developed.

Visioning Conference 2

To further promote an open dialogue about the future of the Gateway Park Area and facilitate coordination amongst the major stakeholders, a Visioning Conference 2 is scheduled for Wednesday, February 4, 2009, from 10:00 AM to 12:00 PM. Key decision makers have been confirmed, including Mayor Ronald Dellums, TBPOC members, Will Travis, and Pat O'Brien. A draft agenda that is currently being developed includes an update on recent activities, building consensus on the geographic scope, and determining next steps (e.g., Master Plan).

Attachment(s):

1. Gateway Park Area Geographic Scope, December 2008
2. Gateway Park Area Sketchbook, December 2008 (included in packet as a separate, 11x17 document)
3. Case Studies, November 2008
4. Draft Gateway Park Area Design Principles, City of Oakland, December 2008

1. Fishing Pier / Observation Plaza
2. Trail Connection to Bay Bridge
3. City of Oakland Development
4. Marina & Pier
5. Park & Sculptural Garden
6. IERBYS - Transportation Museum
7. Interpretive BMP Pond
8. New Tow Building
9. New SFOBB Toll Operations Building
10. Undetermined Border between Gateway Park & City of Oakland Development [1]
11. City of Oakland Development [1]
12. Grand Boulevard with adjacent Class 1 bikepath
13. Wildlife Priority Area
14. Proposed Caltrans Maintenance Complex

[1] Pending Relocation of SFOBB Maintenance Complex.

NORTH

80

Burma Rd.

EBMUD

6.5 Acres

2.5 Acres

City of Oakland

Port of Oakland

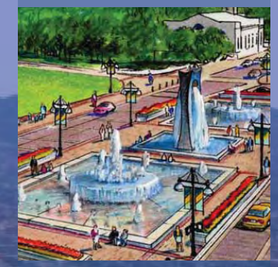
Gateway Park Area- Geographic Scope- *draft December 2008*

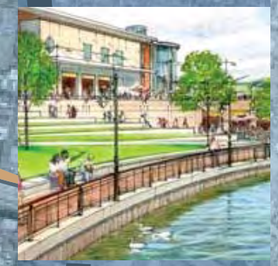
HNTB

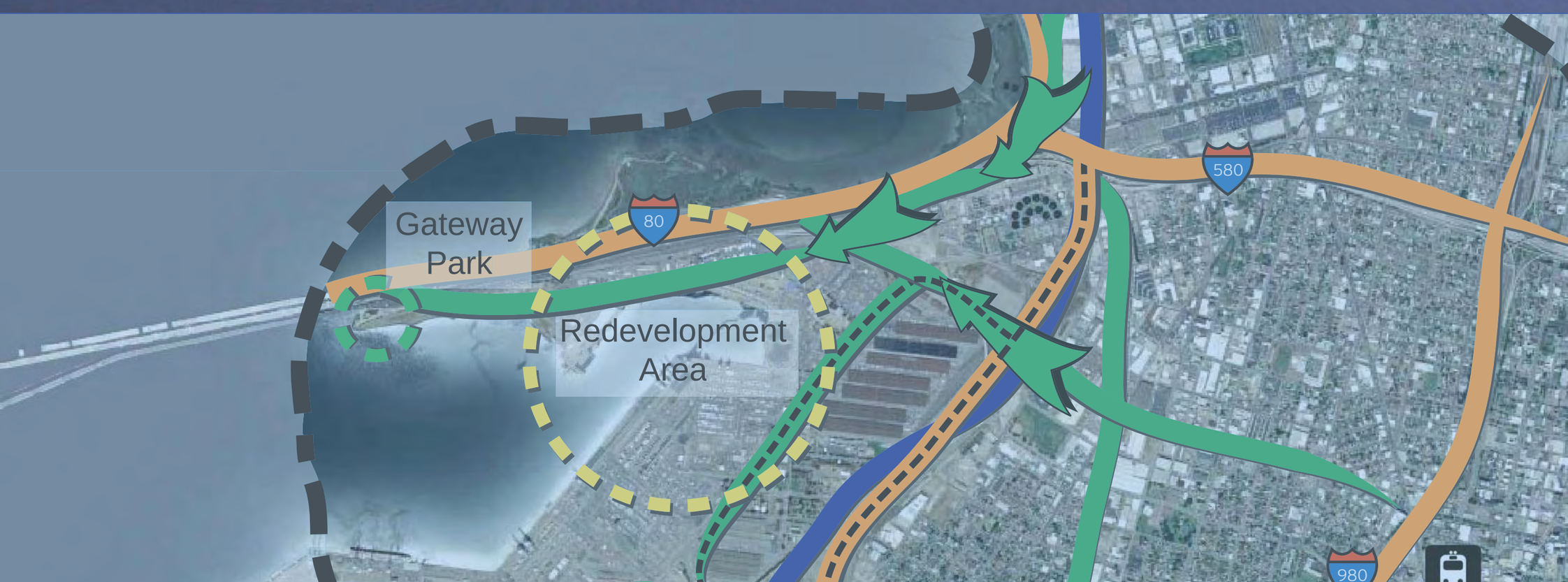
Gateway Park Area
Charrette Summary Sketchbook

December 2008

September 13-16 , 2008
HNTB Office
1330 Broadway, Suite 1630
Oakland, California







HNTB institute

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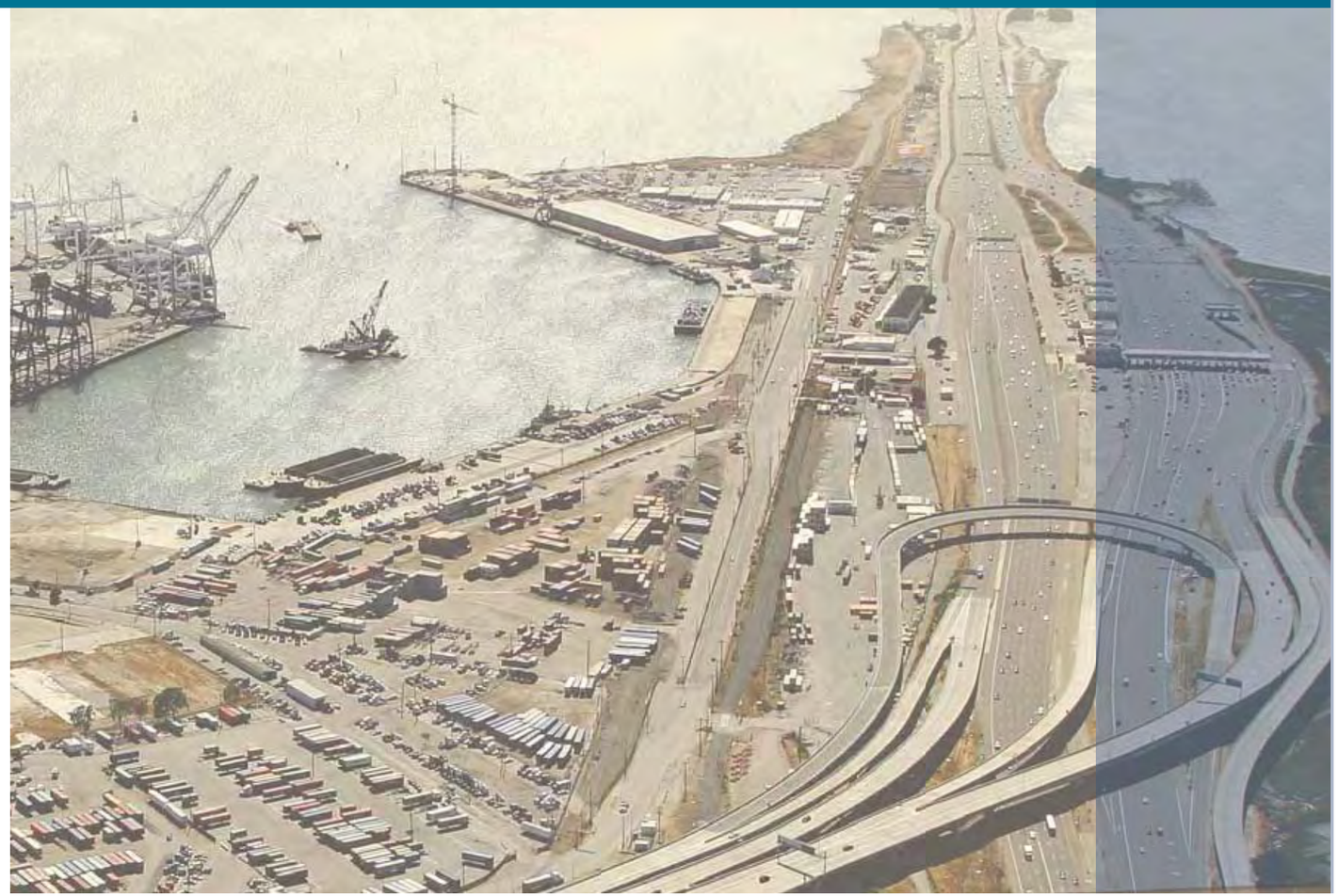


Inspiration

Inspiration

An Introduction to the Charrette

"World-Class Site meets World-Class Vision"

The Gateway Park Area (GPA) is located at the East Bay touchdown of the San Francisco-Oakland Bay Bridge, one of the busiest toll highway bridges in the U.S. Located at the geographic center of the San Francisco Bay urban region, the GPA is potentially the most significant new public place in the entire Bay Area, perhaps in all of Northern California. The question facing this charrette is simply this: What visions are worthy of this site's immense possibilities?

The replacement of the Bay Bridge East Span and the transfer of the former Oakland Army Base to the City of Oakland have conspired to yield a once-in-a-lifetime opportunity: the creation of a new urban place of regional – even national – significance, a world-class gathering place and iconic gateway to the East Bay region. Combining parkland and dynamic urban development, the GPA will be highly visible to motorists, bicyclists, and pedestrians traveling across the new East Span from San Francisco to Oakland. The visual context of the GPA is spectacular, with sweeping vistas of the Bay, the San Francisco skyline, the bustling Port of Oakland, Yerba Buena Island, and the stunning 21st Century icon of the new East Span suspension bridge. The site will become one of the great attractors of the region. Not only serving visitors from the Bay Area and beyond, the GPA's approximately 200 acres of prime land present a great opportunity for the City of Oakland to fulfill its economic, social and environmental objectives.

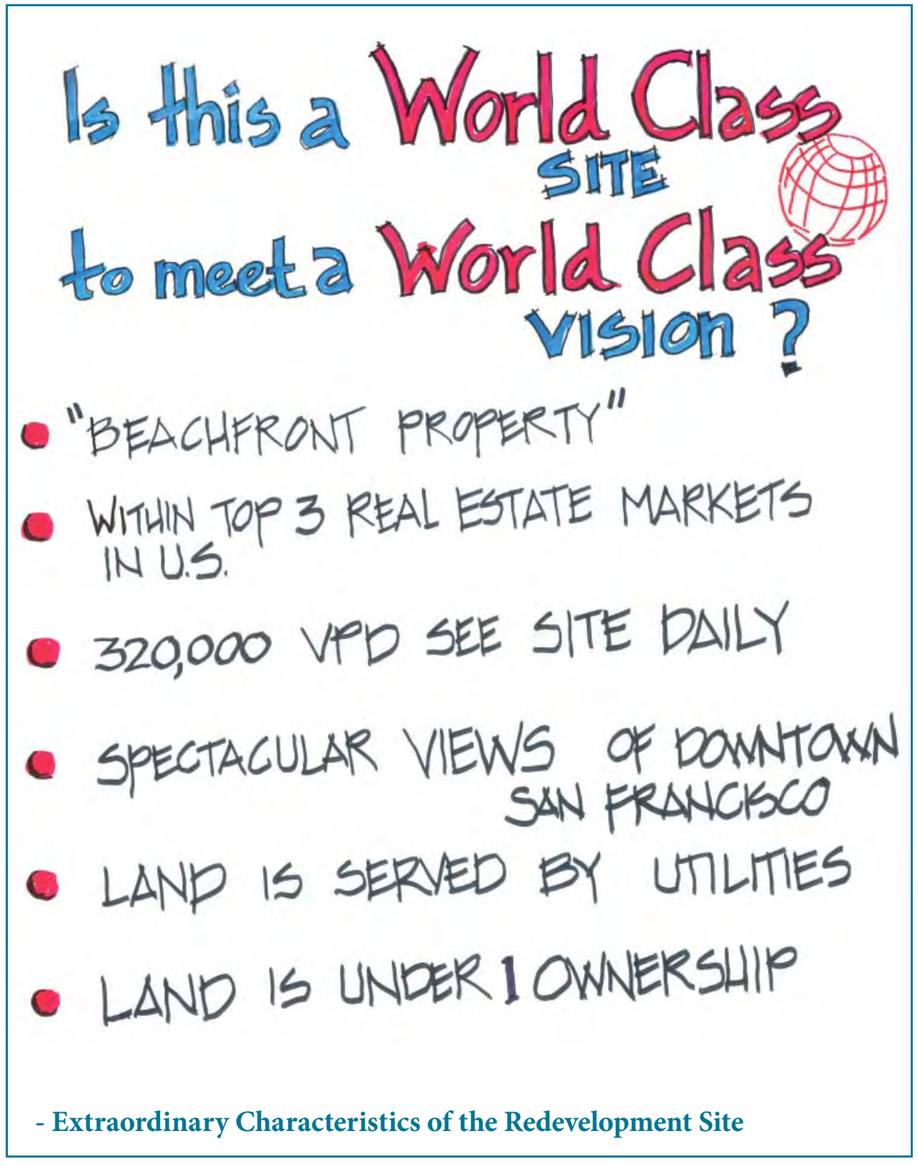
On July 10, 2008, the Mayor of Oakland, Directors of Caltrans, BATA, and CTC, and other leaders of the GPA's major stakeholders, met on site to consider the question of vision. At the end of the day, the leaders agreed: the significance of the GPA was fully embraced and we were enjoined to "think big." One of the Guiding Principles for the GPA states, "*The target area should be transformed into a world-class waterfront public space, comparable to the greatest waterfront public spaces, parks, and structures throughout the world.*" On July 10, the leaders empowered us to create a world-class vision for a world-class site.

Inspiration

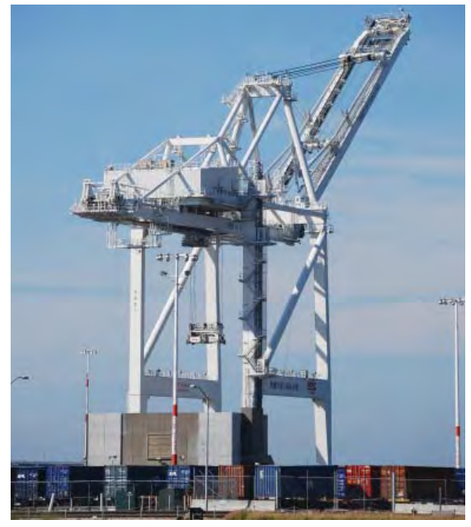
But what does this mean – "world-class" vision for "world-class" site? In preparation for the charrette, we examined the success factors of many recognized world-class waterfront places. We found these common characteristics:

- Vibrant land uses in surrounding areas
- A variety of programs and features attracting a broad range of visitors
- A great gathering place as a central focus
- Iconic features and structures
- Great views
- Ease of access and high visibility
- Public access to the shoreline

The GPA indeed enjoys, or has the potential to develop, all of these characteristics. The area includes significant developable land, shoreline access, spectacular views, and great visibility from freeways. Challenges include environmental issues, limited access, and isolation from surrounding communities. But, these challenges can be overcome through the power of visionary thinking, and that was the brief placed before the charrette attendees. What does it look like to transform the GPA into a "world-class" vision and then implement this vision to create an inspiring asset for the City of Oakland, surrounding communities, the East Bay, and the whole Bay Area region? What does it look like when we really think big?



- Extraordinary Characteristics of the Redevelopment Site



Direction

Direction

Charrette & Process Overview

At the Visioning Conference held on July 10, 2008, leaders of stakeholder agencies endorsed the following four action items: 1) develop a scope of work for a "Master Access Plan", 2) extend the geographic scope of the Gateway Park site, 3) expand Working Group membership, and 4) develop a public outreach plan.

In order to jump start the action items endorsed at the Visioning Conference, the HNTB team documented existing conditions and proposed projects/plans, and identified relevant case studies of world-class place-making. This information was then packaged as background material and submitted to charrette participants.

Starting on Saturday, September 13, 2008, HNTB sponsored the four-day "HNTB Institute" charrette, including a half-day presentation and interactive session with stakeholder agencies. The HNTB Institute is a pro-bono initiative designed to engage and excite local municipalities regarding future growth strategies and urban design, transportation and infrastructure possibilities. The mission of the Institute is to provide a collaborative environment in which participants are encouraged to "think big to build a better tomorrow".

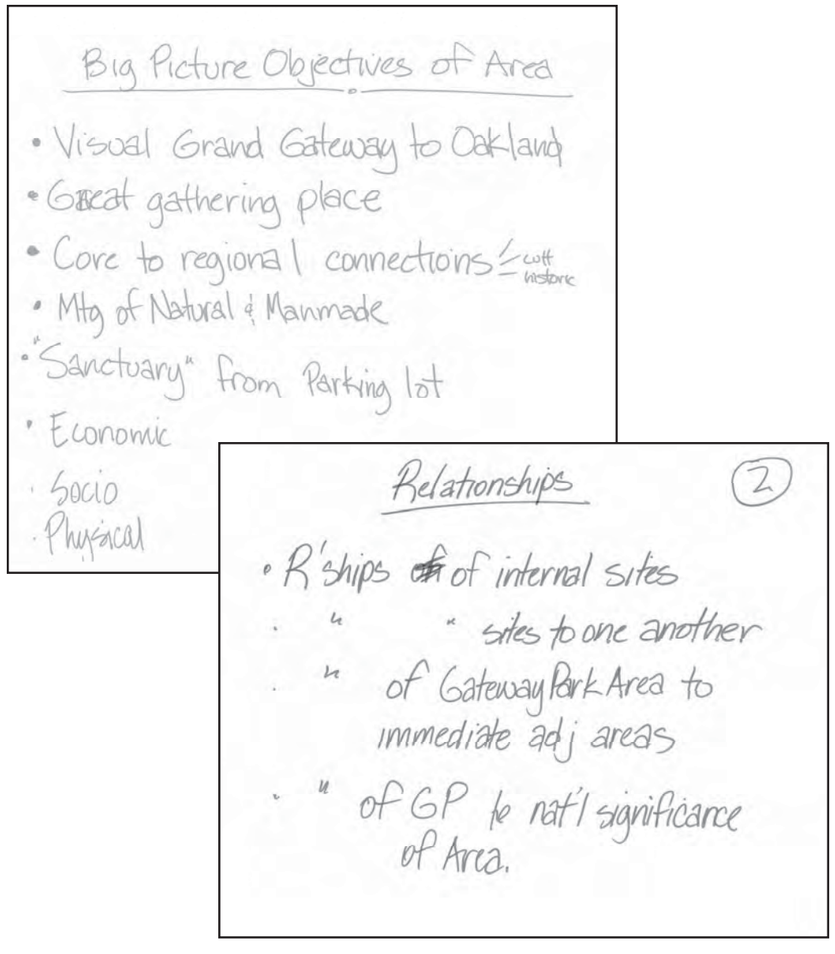
HNTB convened an Institute team of local and national planners and designers from within the company. Over Saturday and Sunday, the team identified opportunities and developed frameworks for the GPA, sketched "illustrative" land use and access concepts, and estimated levels of economic development potential. This was followed by the presentation and interactive workshop for stakeholders on Monday, September 15. The charrette concluded on Tuesday with a synthesis of the illustrative concepts and the input from Monday's discussions and brainstorming. By the end of Tuesday, the Institute had succeeded in creating shared visions for the GPA, not only for what could happen today, but for tomorrow and for generations to come.

At the Monday's stakeholder workshop, the charrette team presented its preliminary ideas (based on an expanded geographic area and planning principles arising from the July 10th Visioning Conference) through regional access diagrams and the use of three comparative, "illustrative" land use scenarios. Although conceptual, the scenarios were detailed enough to draw significant and valuable participant feedback as to how the various goals and potential of the Gateway Park Area could be realized.

Twenty-two attendees representing ten stakeholder agencies gathered at HNTB's Oakland office. Agencies represented at the charrette included Caltrans, Bay Area Toll Authority (BATA), California Transportation Commission (CTC), City of Oakland, East Bay Regional Park District (EBRPD), San Francisco Bay Development and Conservation Commission (BCDC), Port of Oakland, East Bay Municipal Utility District (EBMUD), Association of Bay Area Governments (ABAG), and City of Emeryville.

Direction

Charrette Objectives



City of Oakland Direction

Planning Sequence Diagram: Gateway Park Area - Oakland, CA

July 10, 2008
Visioning Conference I

Option A

Option B

Option C

Outcomes:

1. Access is unifying and uniting element
2. Some land stays private
3. Some land stays in public domain
4. Some land converts

August, 2008
HNTB Research

Summary of Visioning Conference 1 and Resource Development / Documentation:

Outcomes:

1. Development and preliminary documentation of existing conditions / plans
2. Environmental conditions review
3. Property ownership review
4. Transportation system review

September 15, 2008
HNTB Institute: GPA Charrette

Concept "D" Expanded Geography

Park Development

Land Use Relationships

Access & Bike/Ped. Linkages

Group Discussions:

1. Alternative Framework Concepts
2. Overall assessment of each layer
3. Summary of framework plans; identification of Access Plan and Design Guideline elements

February, 2009
Visioning Conference II

Outcomes:

1. GPA Sketchbook: Illustrative concept plans
2. Scope for Master Access Plan
3. Preliminary implications:
   - Private development
   - ROW development
   - Funding
   - Institutional arrangements

List of GPA Charrette Participants

Ken Terpstra, Caltrans
Clive Endress, Caltrans
Matthew Goetz, Caltrans
Mark Shindler, Caltrans
Bart Ney, Caltrans
Andrew Fremier, BATA
Rod McMillan, BATA
John Goodwin, BATA
Peter Lee, BATA
Jason Weinstein, BATA
Stephen Maller, CTC
Michael Anderson, EBRPD
Alex Greenwood, City of Oakland
Iris Starr, City of Oakland
Brad McCrea, BCDC
Joe LaClair, BCDC
Dan Westerlin, Port of Oakland
Laura Thompson, ABAG
Vince DeLange, EBMUD
Peter Schultze-Allen, City of Emeryville

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Stuart Bussian, HNTB
Mika Miyasato, HNTB
Patrick Sheehan, HNTB
David McCaskill, HNTB
Scott Siefker, HNTB
Daniel Syrus, HNTB

Creation

Preparation of Alternative Design Frameworks

Context

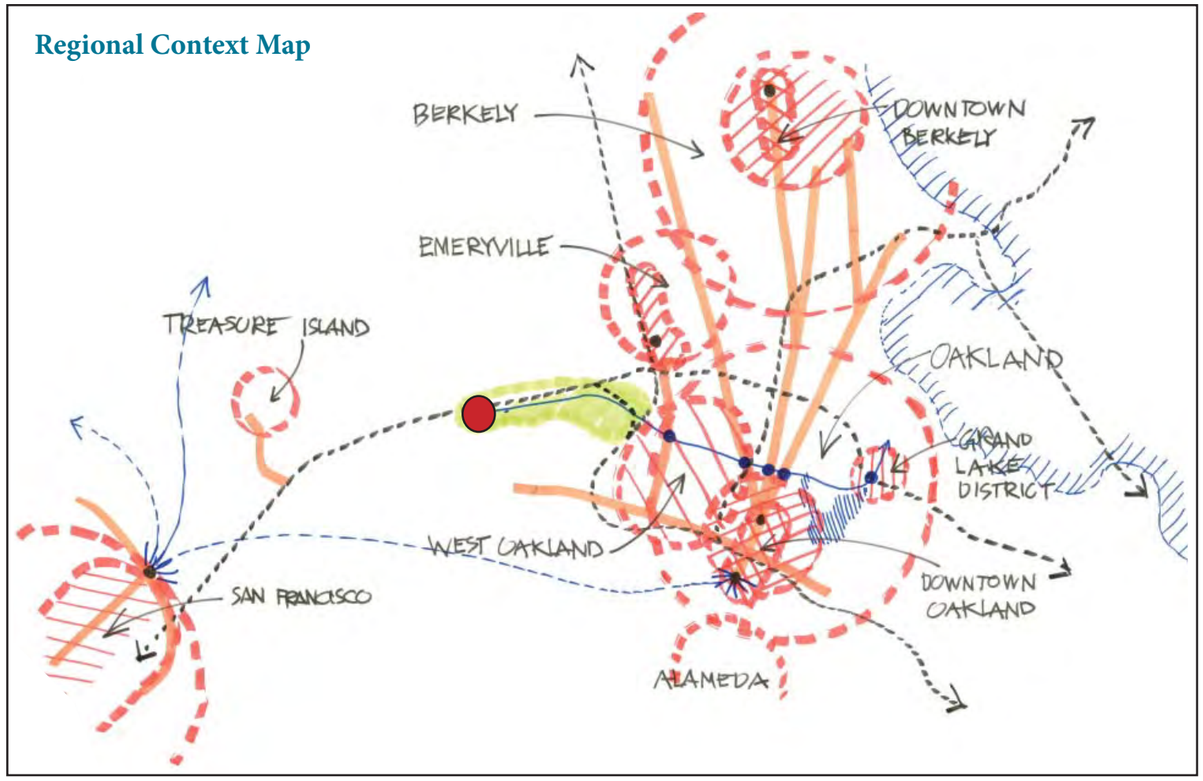
The GPA has been at the crossroads of Bay Area transportation for over a century, starting out as the "Oakland Mole," a man-made spit of land that carried rail lines out to a trans-bay ferry terminal. The ferries were replaced by the Bay Bridge, which currently carries 280,000 vehicles daily and soon will carry bicyclists and pedestrians. The GPA will then become a nexus of the Bay Area's regional network of bicycle trails and walking paths. Meanwhile, the Port of Oakland will continue to draw major truck traffic through the site and bracket the area with major maritime and rail activities.

The GPA is also at the crossroads of the natural and man-made. The site sets on artificial land set in the midst of one of the world's great natural harbors. The Bay, islands, and surrounding mountains are magnificent works of Nature; while the Port and the Bridge are symbolic of Humankind's industry and highest creative potential. In the midst of this edgy, inspiring, exciting, and sometimes uneasy setting, the western tip of the GPA will offer the most spectacular opportunity to view the new East Span suspension bridge, destined to be one of modern engineering's marvels.

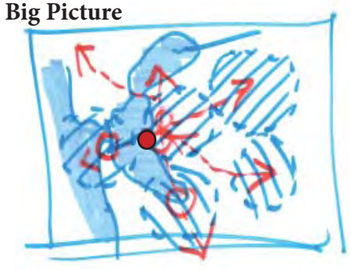
One of the major challenges is connecting the GPA with the surrounding communities of West Oakland and Emeryville, separated from the GPA visually and functionally by "Great Walls" of freeway and railway corridors. Improved access to these communities and to the region by freeway, city street, and public transportation is critical to the success of the GPA in becoming a world-class gathering place serving both local and regional communities.

The following graphics place the Gateway Park Area in context, showing its relationship to adjacent areas, land uses, and local and regional transportation facilities.

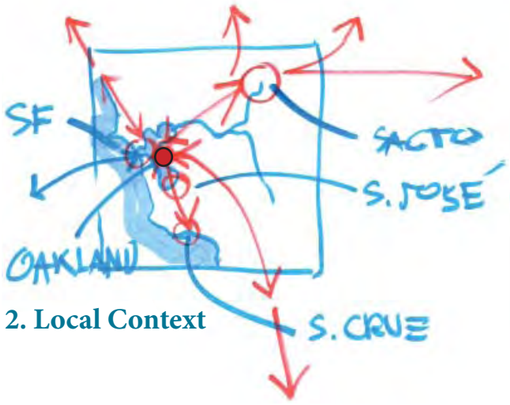
Regional Context Map



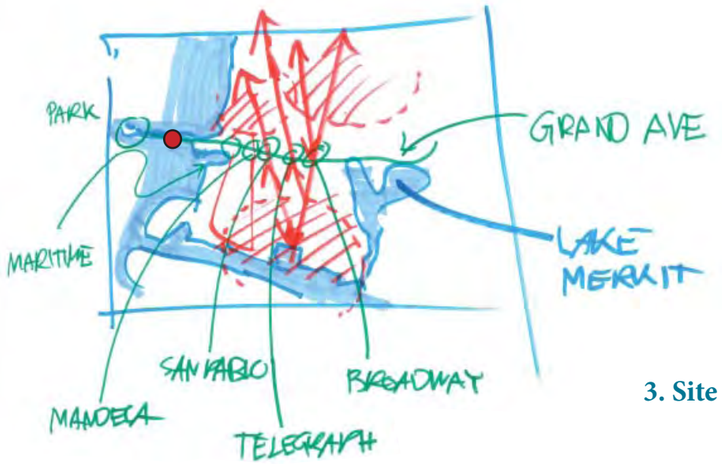
Big Picture

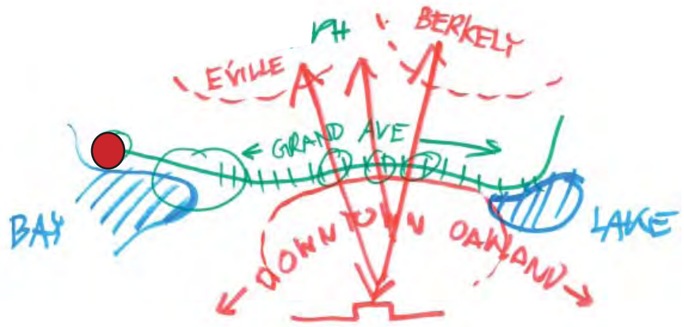


1. Regional Context



2. Local Context



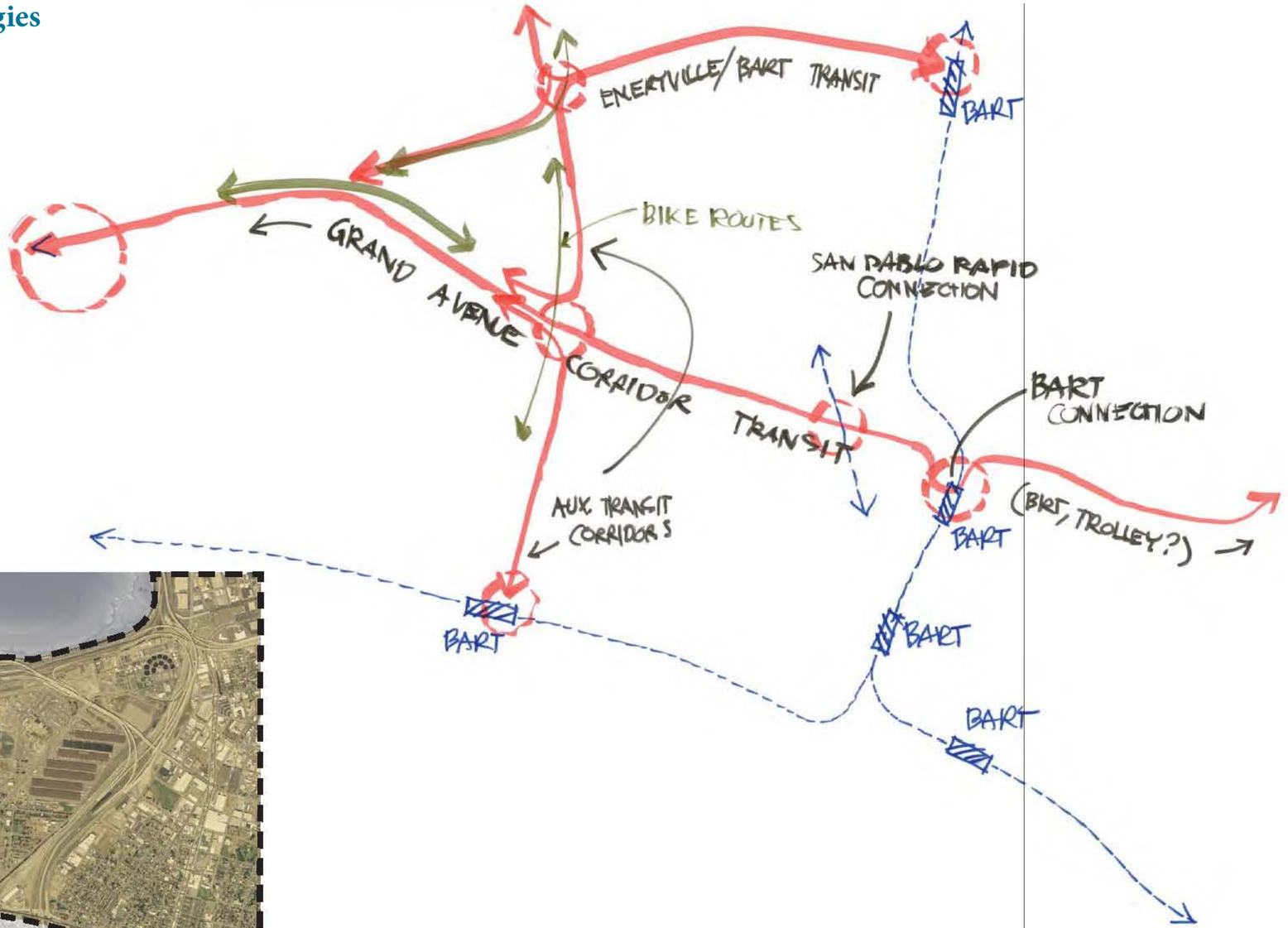


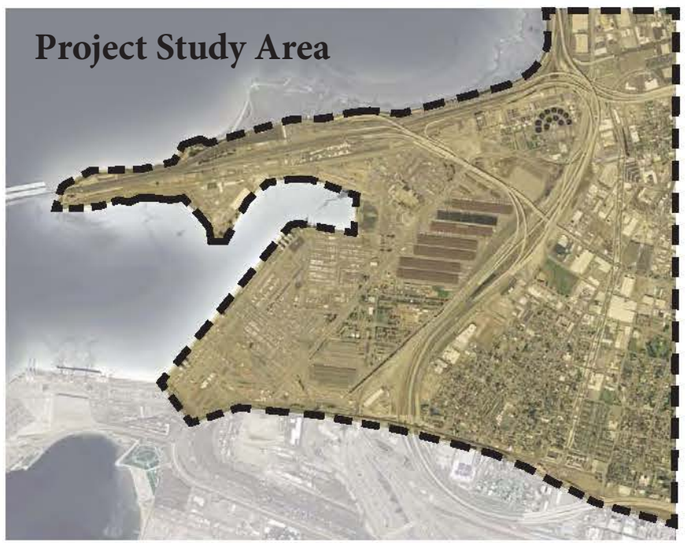
3. Site Specific Context

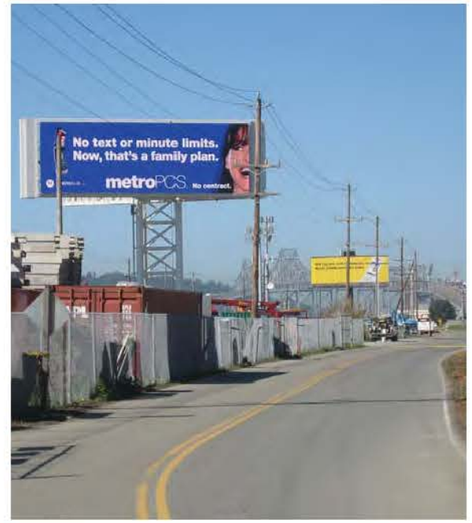
Creation

Local Context

Transportation Strategies







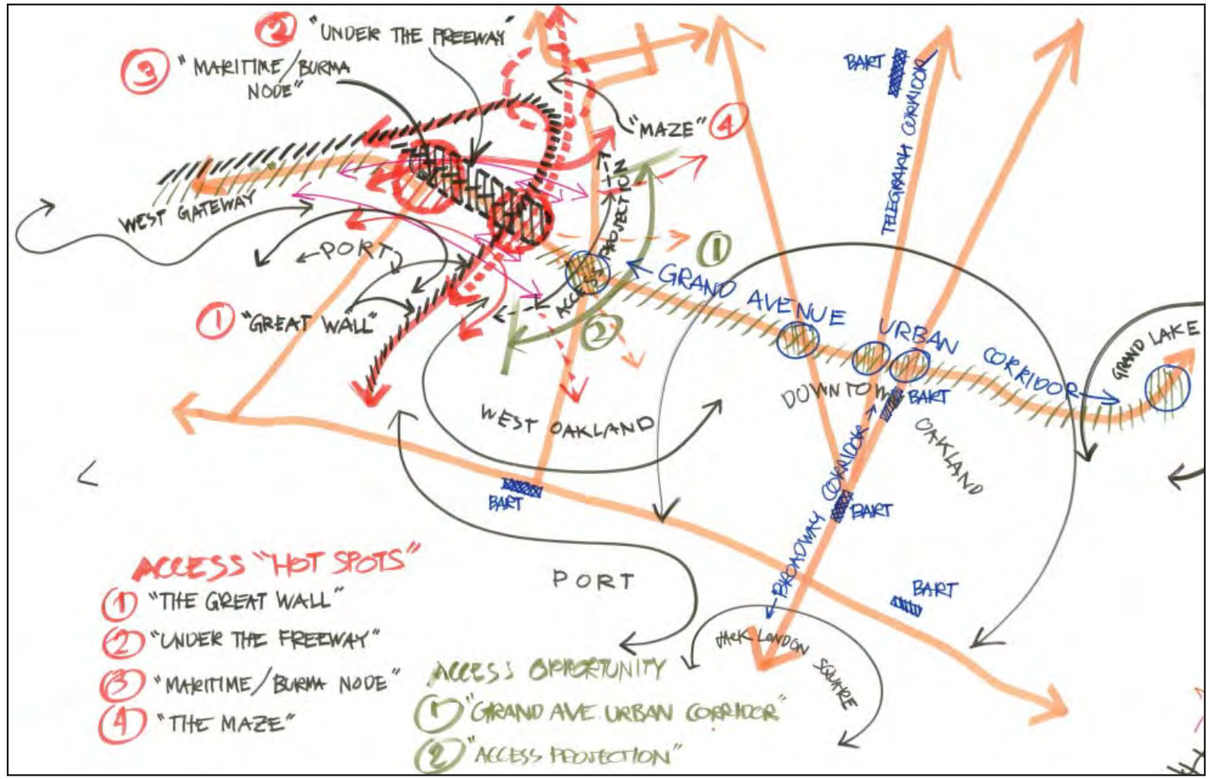
Transportation Strategies

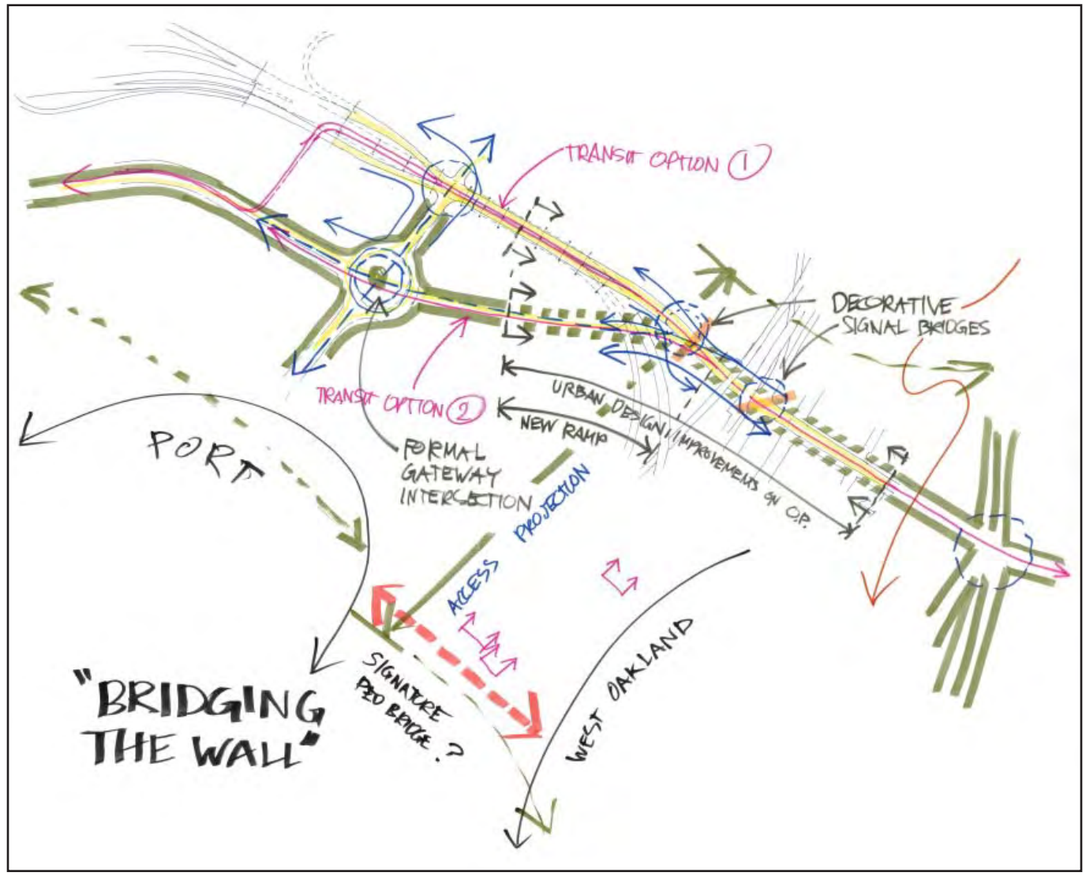
Access Constraints

1. "The Great Wall" - the massive barriers of rail corridors and freeways isolate the GPA
2. "Under the Freeway" - Grand Avenue, a direct connection to Downtown Oakland, is buried under a freeway viaduct
3. "Maritime/Burma Node" - a constrained intersection with general and Port traffic
4. "The Maze" - the East Bay's legendary freeway interchange blocks vistas

Access Opportunities

1. "Grand Avenue Urban Corridor" - a Bay-to-Hills multimodal "Great Street," connecting the GPA across the "Great Wall" with major arterial streets, bus and rail transit corridors, and city neighborhoods
2. "Access Projection" - an access/land use strategy that "projects" the width of the GPA across the "Great Wall, " seeking multiple opportunities for connections between the GPA and West Oakland





Bridging the Wall

The diagram above zeros-in on the "Grand Avenue Urban Corridor" and "Access Projection" opportunities. The key strategy is a re-alignment of Grand Avenue to connect directly with Burma Road, getting out from under the elevated freeway and creating the multimodal Great Street, supporting transit, bicycle, and pedestrian access to the GPA.

An "Access Projection" strategy also includes a landmark pedestrian/bicycle bridge over the "Great Wall," connecting the GPA to West Oakland's historic Central Station area.

Creation

Preliminary Design Development

As a "world-class" site, what would the Gateway Park Area look like?

Exploring this question was the core activity of the charrette. Over the four days of the charrette, the HNTB team explored a range of potential development scenarios, all capable of realizing a world-class regional vision while serving the City of Oakland's economic, social, and environmental objectives. For all scenarios, key objectives include environmental sustainability and the creation of high-quality jobs.

Out of this work, three distinct conceptual scenarios were created, as illustrated on the right. These are conceptual only – intended to serve only as a starting point for dialogue at the Stakeholder Workshop on Monday, September 15. In breakout sessions for each scenario (including a session on Access), participants tackled a host of issues, possibilities, and implications in land use relationships, access and transportation, and park development.

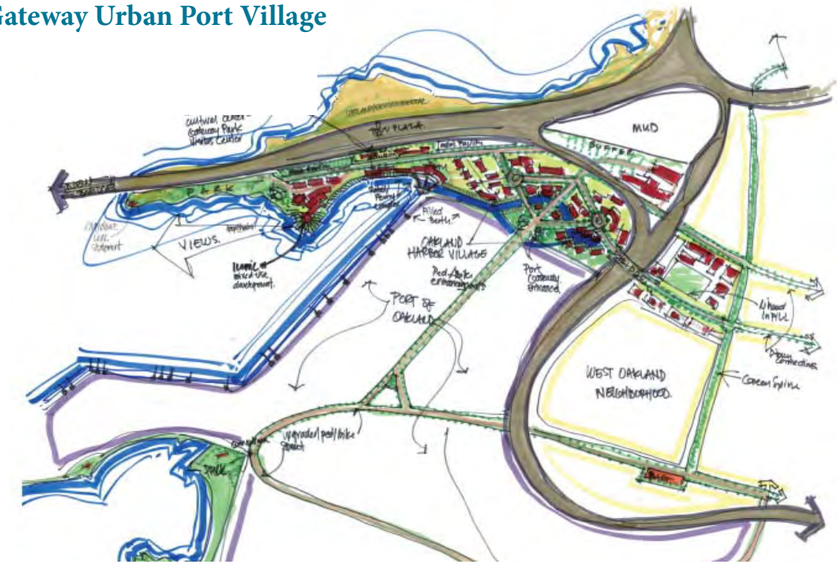
Each conceptual land use scenario for the Gateway Park Area is matched with a distinct conceptual design alternative for the Gateway Park itself. This is also a starting point for dialogue as these alternatives only begin to suggest the Park's many possibilities.

Concept 1:

Gateway Employment Center

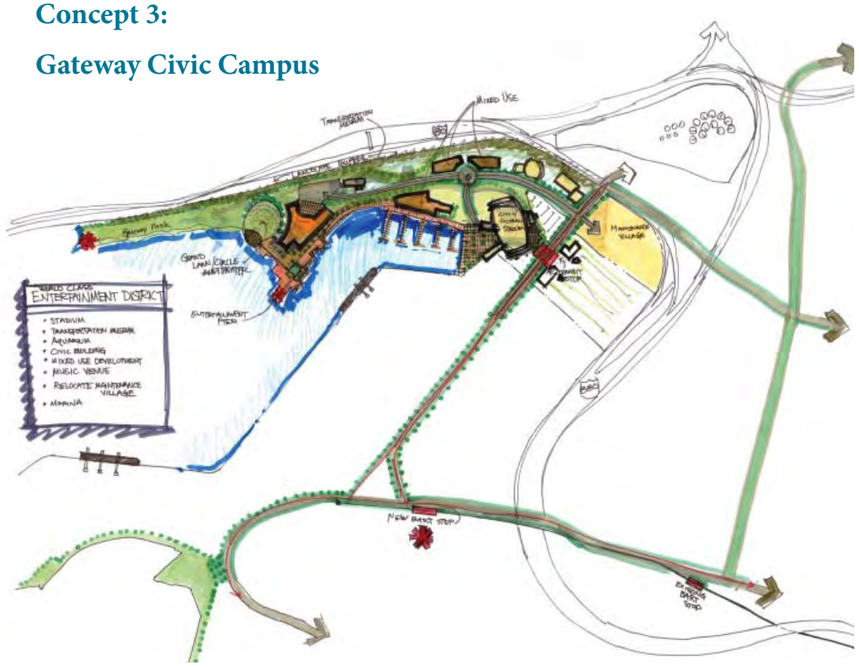
Concept 2:

Gateway Urban Port Village



Concept 3:

Gateway Civic Campus



Gateway Employment Center - Concept 1

Big Picture

The vision for the Gateway Employment Center is the creation of a campus that serves as a major economic development tool for the Oakland community.

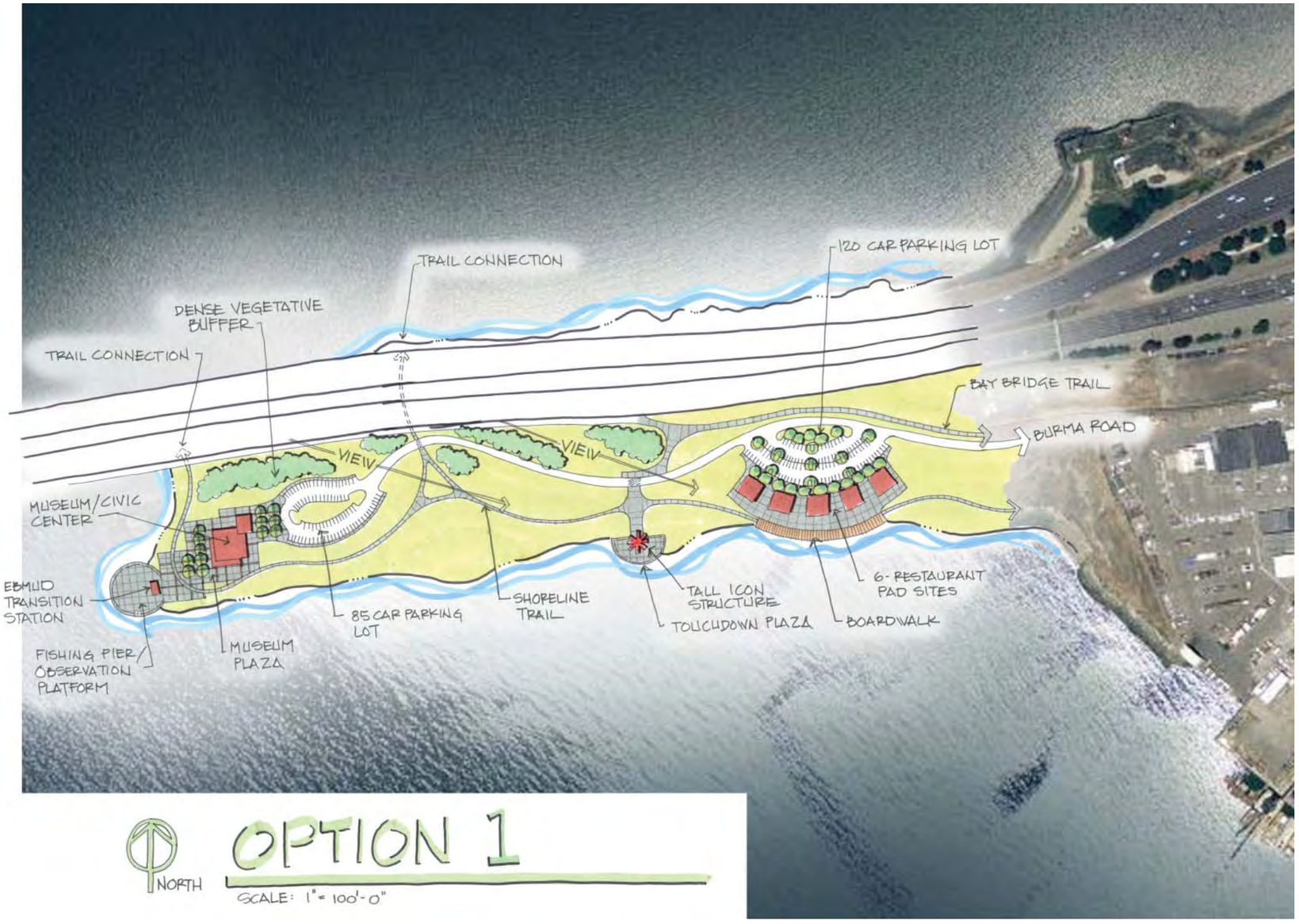
Concept Overview

The world-class employment center should include both low-density facilities/logistics center for the Port functions, as well as mid-density flex-office space. A mid- to high-density signature office development with supporting hospitality uses, such as a hotel or other meeting space, would also be incorporated into the concept. Unifying design guidelines shall be established to tie the employment center into a more "campus" feel. A relocation of the Caltrans maintenance facilities into part of the logistics center area would be proposed to better maximize the employment center campus development opportunities.

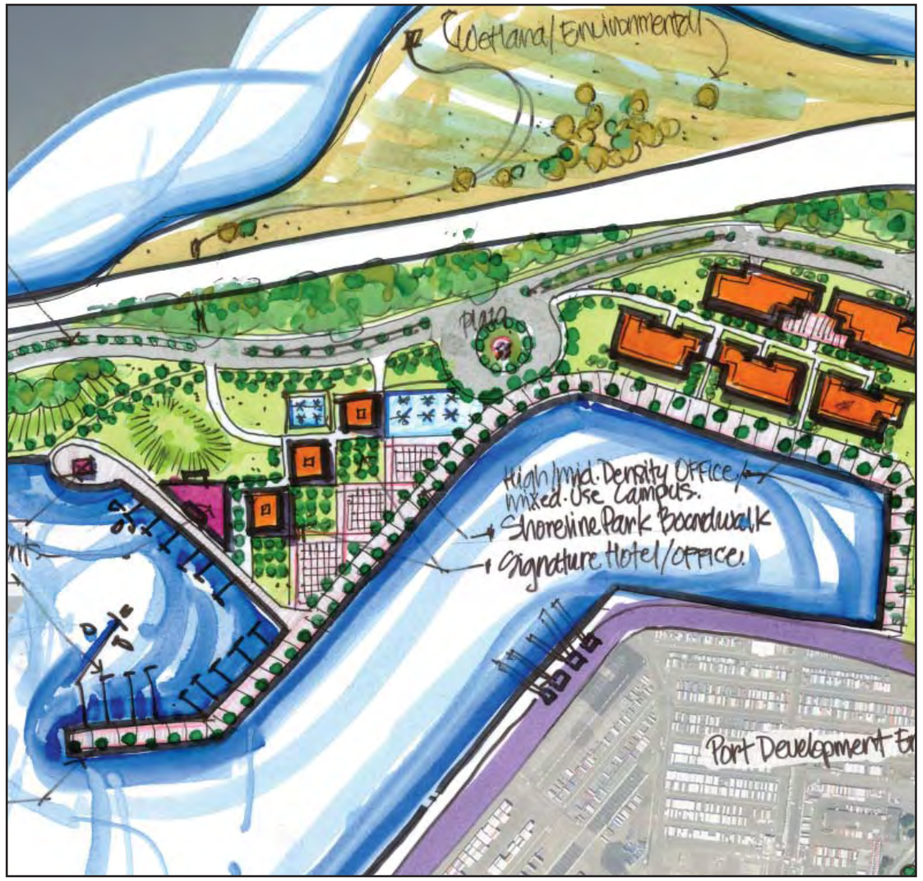
The utilization of the design standards for building scale, massing, roadway, signage and lighting would serve to connect the development and provide a signature design for the employment center campus. An extended Gateway Park open space would be integrated into the proposed employment center campus. Strong attractions of this employment center would include strong access, visual continuity and capitalization of the vistas and views of the new Bay Bridge, Port operations and San Francisco skyline.

Gateway Park - Concept 1

Park Concept No. 1 included a “signature” museum/civic structure at the point as the focus of this park option. This museum/civic structure along with the surrounding plaza area would focus views to the east across San Francisco Bay to the downtown skyline of San Francisco. This signature iconic structure would be the stunning architectural feature that visitors will first see as they cross the Bay Bridge into Oakland. Parking for the concentrated “point” amenities would be remote with only a small parking lot provided for daytime, non-event activities. The majority of the rest of the site would remain as open space, passive recreation areas, with heavy vegetative planting along the Bay Bridge to screen traffic noise. Trail connections would be provided to a future north shore trail and to the Bay Bridge bicycle/pedestrian access lane that will touchdown in the center of the proposed park site. A trail would also be included along the shoreline that would include a small touchdown plaza at the point where the Bay Bridge bicycle/pedestrian access terminates. The final component of this concept is a small area of restaurant pad sites nestled into the proposed park environment to take advantage of the energy and beauty that this park will generate.



Precedents - Gateway Employment Center



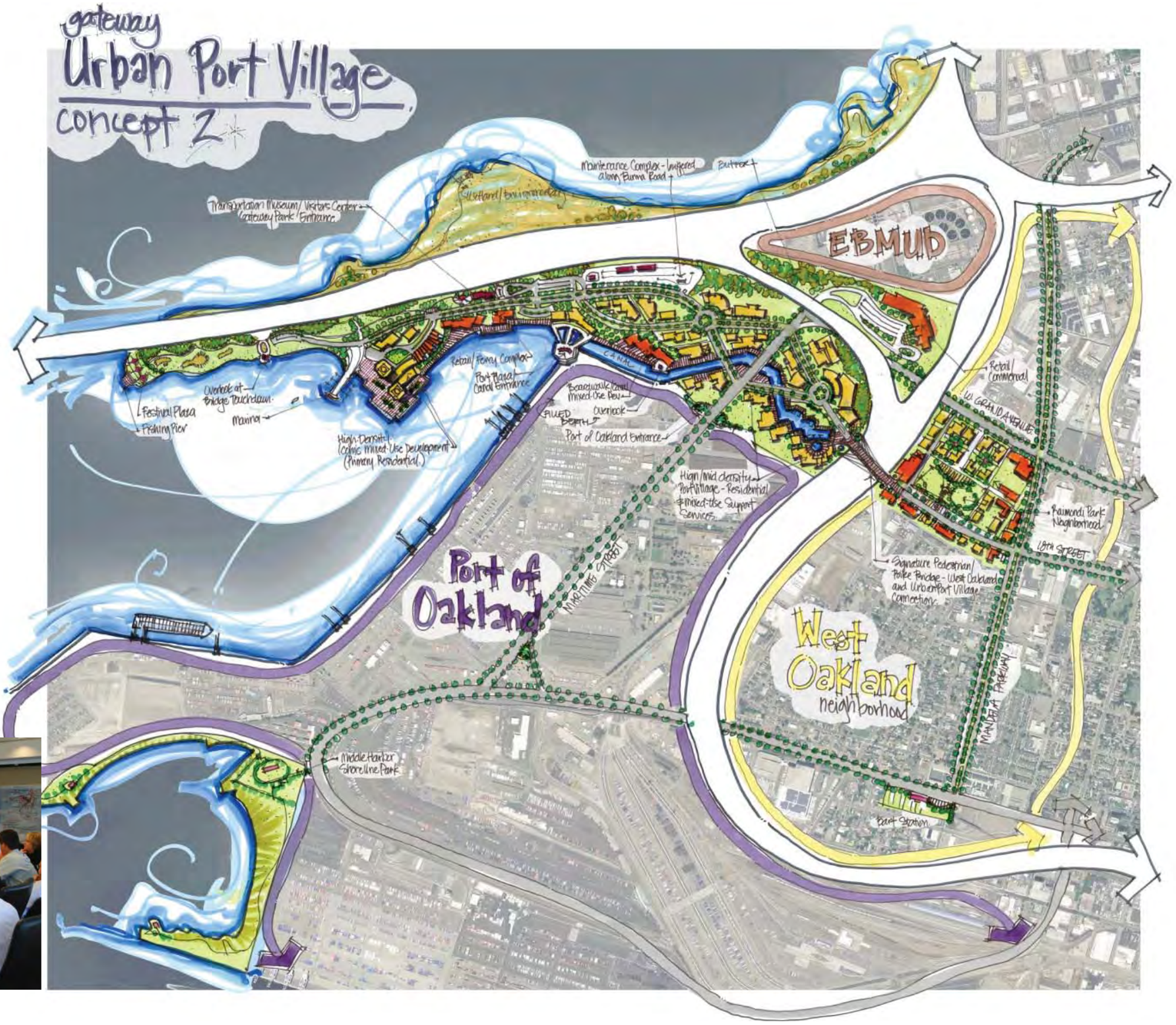
Gateway Urban Port Village - Concept 2

Big Idea

The vision for the Gateway Urban Port Village is the creation of a mixed-use development that includes a vibrant entertainment, employment and residential community.

Concept Overview

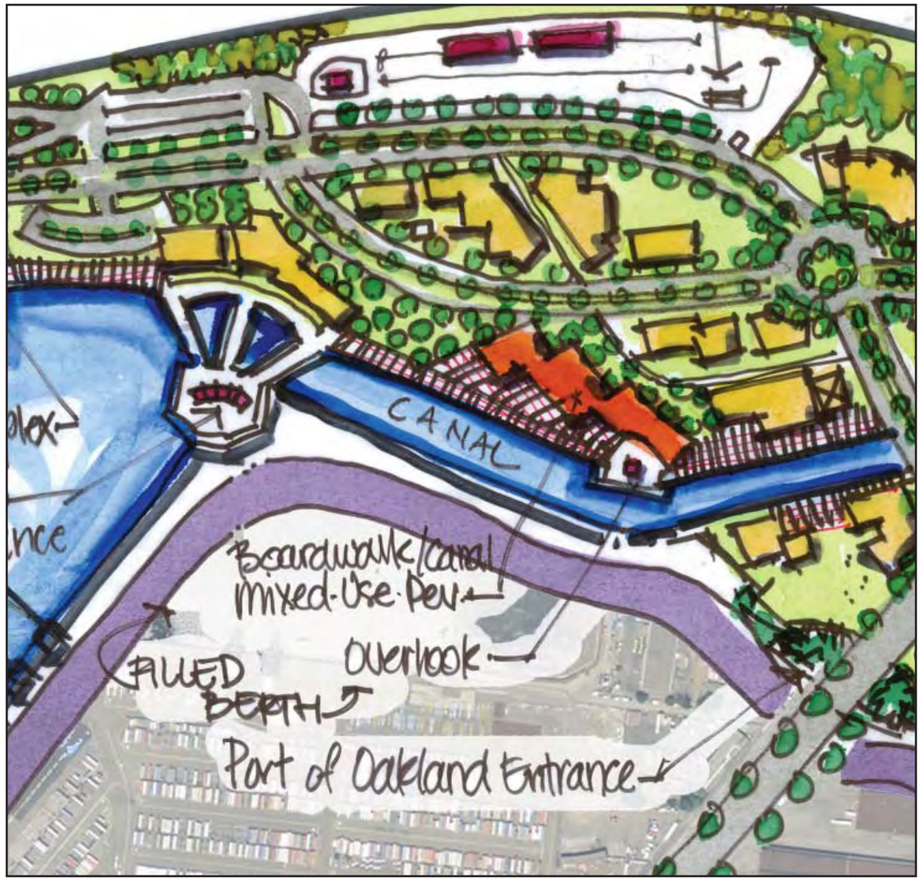
A large part of successful, vibrant and active neighborhoods is providing a mix of complementary uses. The Gateway Urban Port Village concept recommends a diverse range of entertainment, employment and residential focused uses that capitalize on the context of the bay vistas, access and Gateway Park open space amenities. Program elements would define a mid-to high-density development, with a connection to the West Oakland neighborhood. The Gateway Park Visitors Center and Transportation Museum would serve as an entrance to the park facilities. The maintenance complex would be relocated to provide additional space for park expansion, but would remain adjacent to the interstate corridor. The urban village would be organized around a signature public amenity. As illustrated in the concept, the canal serves as this signature public amenity, separates the port and village, and focuses the village development "inward" along a strong spine. Guidelines for the Urban Port Village would establish the design integrity for both the public and private areas. The synergy created between the mixed-uses would leverage the Urban Port Village into a destination oriented place to live, work and play.



Gateway Park - Concept 2

The preliminary focus of Park Concept No. 2 was to provide a natural park environment with minimal hardscape improvements. At the end of the point, a small festival plaza area would be created with a series of creative shade coverings. Adjacent to the festival plaza area a fishing pier would extend out into the bay to provide direct access to the water. A looped trail would circumnavigate the park with connections to a future north shore trail and a connection south along the shoreline back into the planned development. Another plaza area would be created in the center of the park where the Bay Bridge bicycle/pedestrian access touches down off the bridge. The high-speed bicycle traffic off the bridge at this point would then continue east as a trail along the proposed extension of Burma Road. A small, 60-car parking area would be created at the termination of Burma Road as a bicycle trail head and for park activities. Dense vegetative buffers with gaps for views into the park site would be created along the Bay Bridge to buffer the traffic noise.

Precedents - Gateway Urban Port Village



Creation

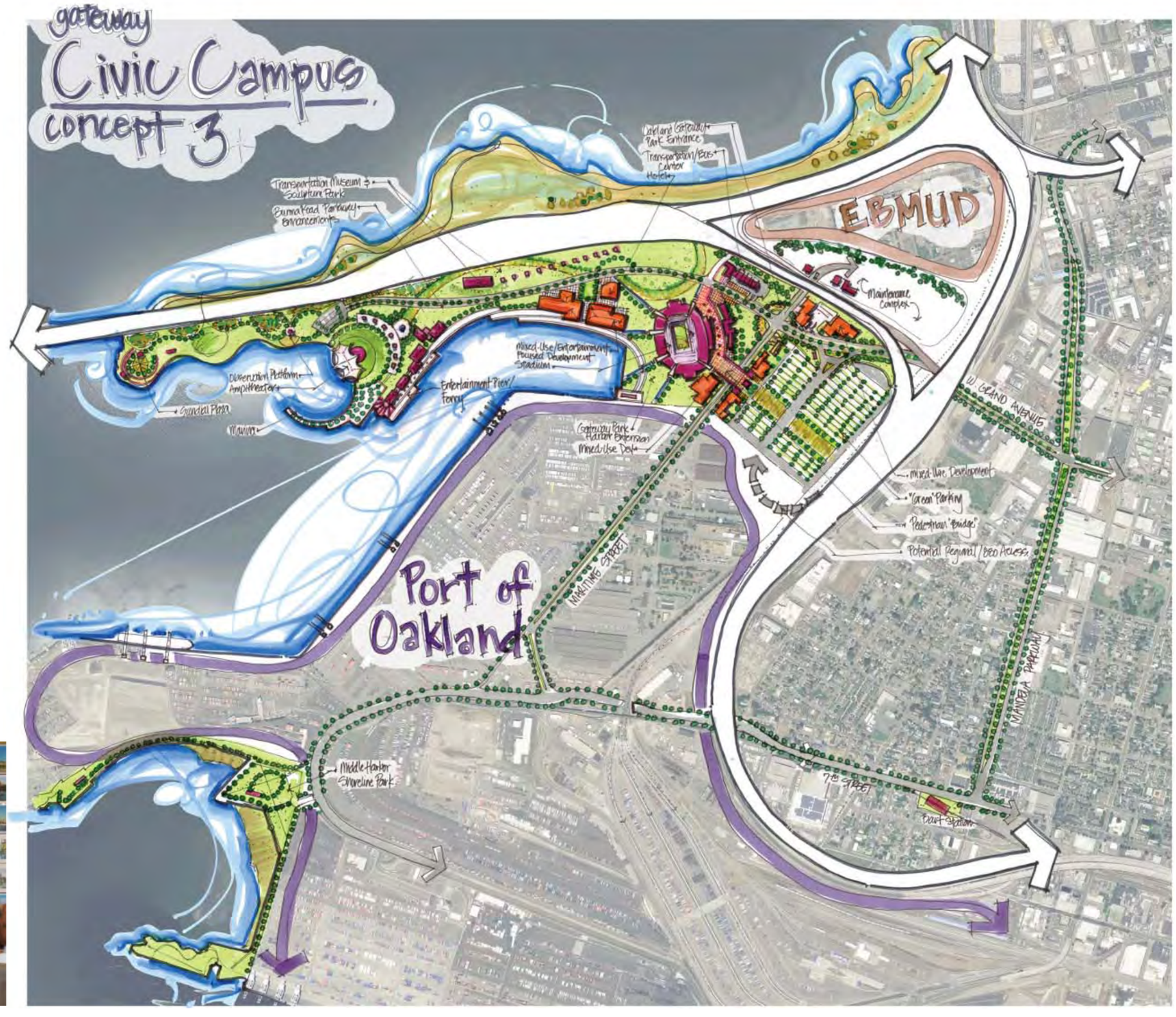
Gateway Civic Campus - Concept 3

Big Idea

The vision for the Gateway Civic Campus is the creation of a public-focused community space that redefines the City of Oakland's "picture postcard" skyline.

Concept Overview

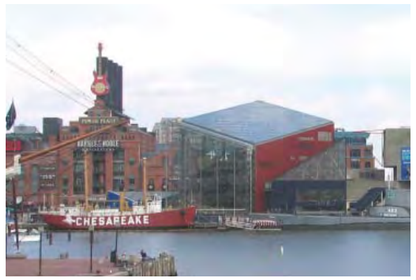
A truly transformative project along the waterfront, the concept of creating a civic campus with numerous public amenities - including a large amphitheater, park space, entertainment pier, Transportation Museum and new sports facility – would redefine the civic "front door" of Oakland at the foot of the Bay Bridge. This concept provides generous public amenities and access to the waterfront, with the opportunity to engage in numerous destination activities. The opportunity to create a signature or iconic architecture statement along the shoreline would also further enhance the cultural aspects of this civic-oriented concept. The maintenance complex would be relocated adjacent to the EBMUD facility to maximize the area available for public space. Supporting uses, such as hospitality-oriented development (hotels, restaurants, etc.) would also be included as part of this overall development program.



Gateway Park - Concept 3

The primary focus of Park Concept No. 3 was a signature 10,000-seat amphitheater. This amphitheater would be situated on the site for the audience to enjoy spectacular views of the new bridge and San Francisco skyline as a backdrop to the amphitheater stage. The roof structure over the stage area would be a signature structure that would create visual interest as visitors cross over the Bay Bridge into Oakland. In order to create the optimum alignment for the amphitheater some shoreline manipulation would be required. Additional shoreline manipulation would occur over the remainder of the site to create interest and to generate fill to help create the amphitheater bowl. Two plaza areas would be included in this plan with one small plaza area at the point and the other at the park midpoint where the Bay Bridge bicycle/pedestrian access touches down on the site. A shoreline trail would travel along the south edge of the site and would include a boardwalk area that would extend this shoreline trail out over tidal flats created as a part of the shoreline manipulation. The majority of the site would be an enhanced natural setting with dense vegetation along the Bay Bridge to buffer traffic noise.

Precedents - Gateway Civic Campus



Observation

Economic Impact & Value Leveraging

Redevelopment of the GPA, coupled with surplus land created by a reconfigured Bay Bridge, represents one of the most significant opportunities for redevelopment in the entire U.S. This redevelopment site is an area of over 150 acres. Making this site unique and of a highly desired development nature are the following characteristics:

Table 1: Development Program - Developent Floor Area (1,000 Gross Square Feet)

	Employment Center Concept	Urban Port Village Concept	Civic Campus Concept
West Gateway Area			
Residential	-	2,000	-
Office/Flex/R&D	3,000	2,000	-
Retail/Restaurants	-	150	150
Hotel/Conference	250	250	-
Total	**3,250**	**4,400**	**150**
Central Gateway Area			
Residential	-	2,800	-
Office/Flex/R&D	1,420	-	-
Retail/Restaurants	-	-	415
Hotel/Conference	-	-	250
Total	**1,420**	**2,800**	**665**
East Gateway Area			
Residential	-	1,000	-
Industrial/Film Production/ Logistics	1,000	-	-
Office/Flex/R&D	335	-	200
Retail/Restaurants	-	250	-
Hotel/Conference	-	-	-
Total	**1,335**	**1,250**	**200**
Total Gateway Development Areas			
Residential	-	5,800	-
Industrial/Film Production/ Logistics	1,000	-	-
Office/Flex/R&D	4,755	2,000	200
Retail/Restaurants	-	400	565
Hotel/Conference	250	250	250
Grand Total	**6,005**	**8,450**	**1,015**

- Located along a major body of water
- Provides spectacular views of San Francisco Bay and the City of San Francisco skyline
- Located within one of the top 3 real estate markets in the U.S.
- Served by utilities
- Over 300,000 vehicles per day drive by the site everyday

Reinforcing the spectacular characteristics of this site is that a survey of comparable sites in New York and Chicago resulted in sites with fewer attributes. In New York, the survey revealed the 60-acre mixed-use Willets Point project (former Shea Stadium site) in Queens. In Chicago, a 37-acre site adjacent to Lake Michigan was the only active lakefront project identified. Neither of these national sites are equal in size to the GPA and neither has all the characteristics of incredible views, regional access and site visibility as the site in Oakland. This is a great opportunity to improve the image of Oakland and create a world-class gateway into the city.

To quantify the benefits of each concept, development calculations were prepared and quantified by land use type. The three redevelopment concepts explored three very different forms of development. Table 1 summarizes conceptual development program by land use type for each scenario.

Willets Point, New York, Project Example

Observation

The project area, when built out, will generate varying levels of benefits and impacts. This section explores the difference in financial benefits generated by each scenario, in general terms. In measuring the financial impacts of the development concepts, there are direct positive financial effects, as well as indirect effects. Direct benefits would include number of short-term construction and long-term jobs. Other direct financial impacts would include the sale of the land, the property taxes derived out of the development, and the sales taxes generated from the retail establishments. Indirect benefits would include the income taxes from the construction and permanent jobs.

Table 2: Permanent Jobs/Concept

	Employment Center Concept	Urban Port Village Concept	Civic Campus Concept
Total Number of Employees	16,300	8,700	3,900

Notes:
The number of jobs were estimated using standard employment figures per square foot of development by type as shown below:
Office – 1 job per 333 square feet of development
Retail – 1 job per 250 square feet of development
Industrial/Logistics – 1 job per 1,000 square feet of development
Hotel – 1 job per 0.8 room of development

One of the other most significant measures of financial contribution of the redevelopment relates to the annual property taxes that are projected to be derived out of the varying development scenarios. To calculate the property tax, the initial construction cost of each development was projected. For this calculation, a conservative value of $600 per square foot for construction was used. This was based on reviewing comparable development programs in the Oakland area. This $600 per square foot development costs is about half of the value of development costs in the Queens New York project. A-25 year buildout of the program defined in Table 1 was used to calculate the total cumulative value of development times the current property tax rate of $.0137 for Oakland. These financial benefits (Table 3) were constructed for the two development intensive concepts and not the concept with the greatest amount of public amenities.

Table3: Financial Benefits Over 25-Year Period - Employment Center vs. Urban Port Village

	New Construction Value	Land and Property Tax over 25-Year Period
Employ Center Concept	$3 Billion	$919 Million
Urban Port Village Concept	$4.25 Billion	$1,156 Million

The final value of financial contribution related to the sales of the land to private developers for redevelopment would result in a total of about $250 million in total added economic benefit, assuming comparable land sales of prime real estate value of $1.5 million per acre.

In total, the two primary development concepts would seemingly generate enough in jobs and direct financial benefits to more than adequately pay for the infrastructure improvements needed. A summary of the financial benefits of the two concepts is presented in Table 3.

Conversation

Charrette Participant Dialogue

In order to engage in deeper conversations, the charrette participants were split into three groups: 1) park development, 2) land use relationships, and 3) access & bicycle/pedestrian linkages. Each group discussed opportunities and constraints, and a potential framework related to each topic. Through this process, preliminary frameworks for development and shared visions for the Gateway Park Area were identified. After the breakout sessions, each group presented their recommendations and ideas to the entire group. This valuable input, reported in the following section, will be explored further in the Master Plan process.

Breakout Group Summaries:

Group 1: Park Development

The Park Development Group discussed circulation within the park, park use (program), and park features. The group envisioned a park with a regional and international significance, with the park and surrounding development to be a destination.

Summary of Discussion

Multimodal circulation

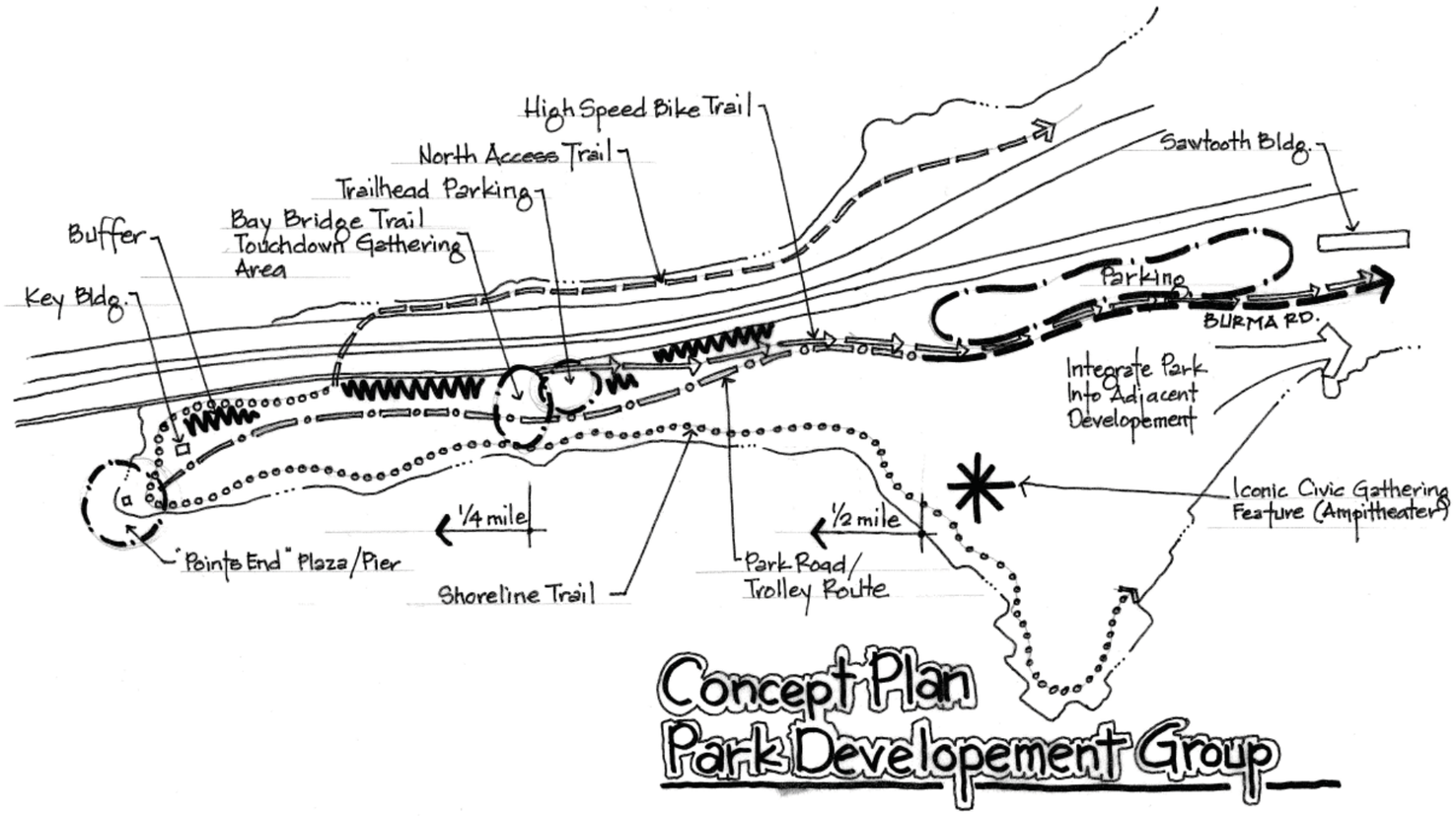
- No parking within a half-mile of the tip, and a larger parking lot near IERBYS Warehouse, a potential museum site
- Burma Road from Maritime Street to the IERBYS warehouse, consider providing a trail to the tip
- Alternative transportation connecting a museum and the western tip - solar powered vehicle, rickshaw, trolley
- 3 pathways – 1) high-speed bikeway connecting to the Bay Bridge, 2) shoreline path for recreational bicycle and pedestrian uses, and 3) shared path for pedestrians, bicyclists and maintenance vehicles
- Trail access to the north side

Active and passive park uses

- Active recreational facilities, such as kayaking, bicycle rental, and concessions
- Balance with active recreational facilities and environmental stewardships

Iconic and attractive park features

- Viewing areas
- Fishing pier made from remnants of the existing Bay Bridge at the existing Bridge alignment
- Iconic gathering place, such as an amphitheater, at the West Gateway site, and iconic features at the tip to reflect the surrounding context. Potential themes may be port, cranes, and ships.
- Integration of the park and West Gateway development
- Museum featuring transportation, bridge, history, and technology
- History interpretation - piece of the existing Bay Bridge
- Public art, sculptures



Group 2: Land Use Relationships

The Land Use Relationships Group discussed the highest and best uses for the entire site, creating synergistic relationships among different areas, and a new location for the Maintenance Complex.

Summary of Discussion

Maintenance Complex/Land Swap

- Existing functions – Toll Administration and Toll Services
- Existing – two parcels with a total of 17 acres
- Need +/- 10 acres for the new complex

Land Use Relationships

- Industrial land uses should support the port expansion
- Potentially relocating parkland to create dynamic land uses
- Park users attracted through the Gateway Development
- The GPA to be designed for the future (legacy)

Access

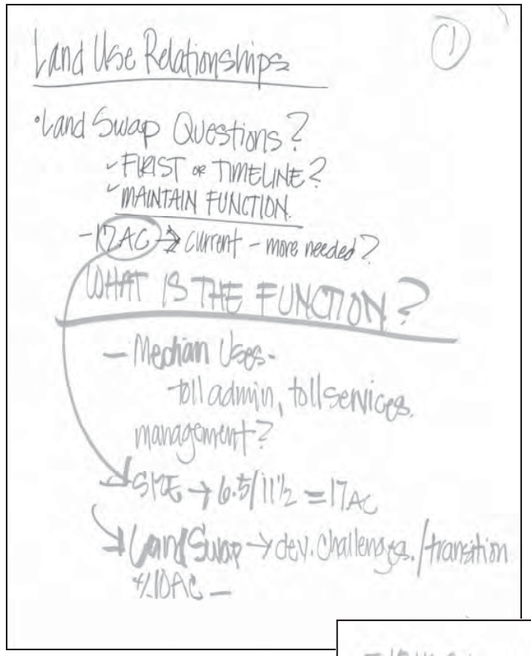
- Burma Road – serve as "gateway"
- Freeway median – filled with green and activities
- 18th Street/West Oakland Connection is strong
- Pedestrian/bike path through industrial area?

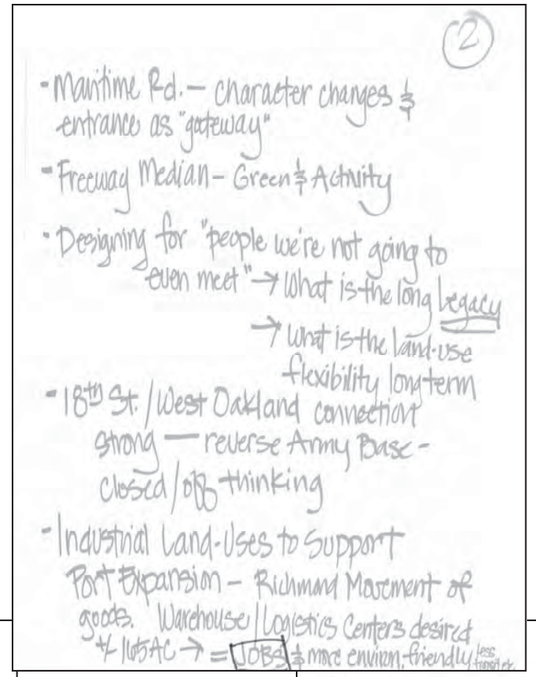
Park Development

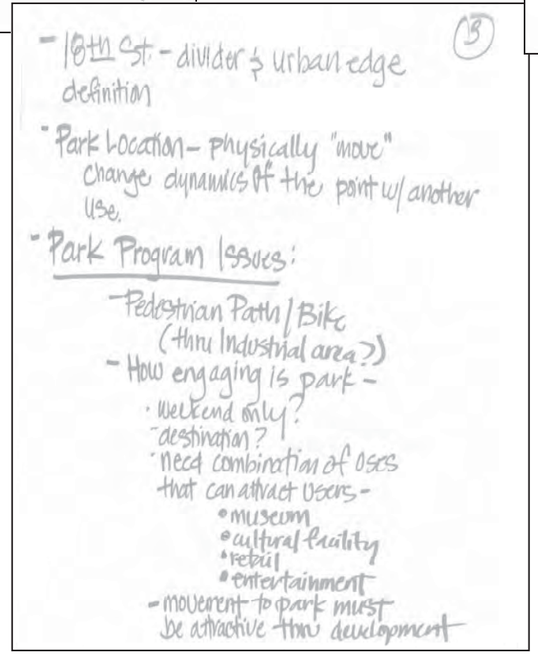
- Need combination of uses to attract users
- Potential uses for the park – museum, cultural facility, retail, and entertainment

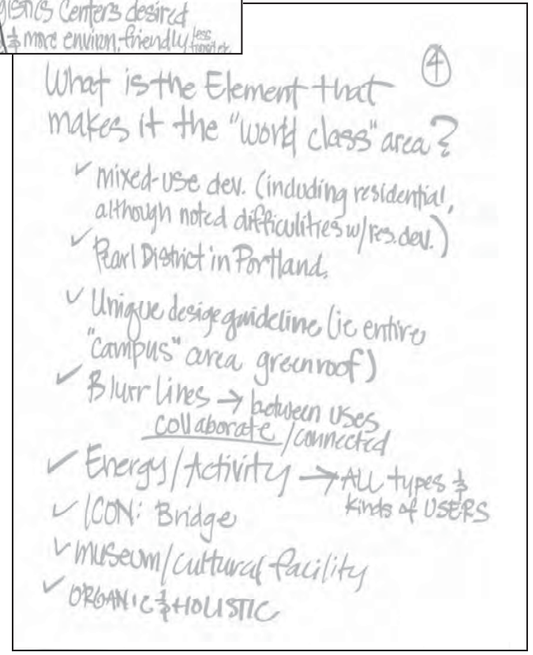
What will make the site "world-class"?

- Mixed-use development, including residential
- Unique design guidelines (i.e., green roof requirements)
- Blurring property lines and design collaboratively
- Energy/activity magnets for all types of users
- Icon
- Museum/cultural facility
- Organic and holistic









Group 3: Access & Bike/Ped Linkages

Both functional and visual access to the GPA will be important as the area will provide recreation and job opportunities. Many existing facilities need to be improved with engineering and design solutions to accommodate increased demand generated/attracted by future development. Access to/from the GPA should accommodate all modes of transportation.

Summary of Discussion

Holistic approach

- Balance land uses and access
- Provide multi-modal access to/from the GPA as well as circulation within the GPA
- Improve transportation facilities with engineering and urban design solutions
- Investigate feasibility of additional or improved access to the GPA from West Oakland

Access corridors

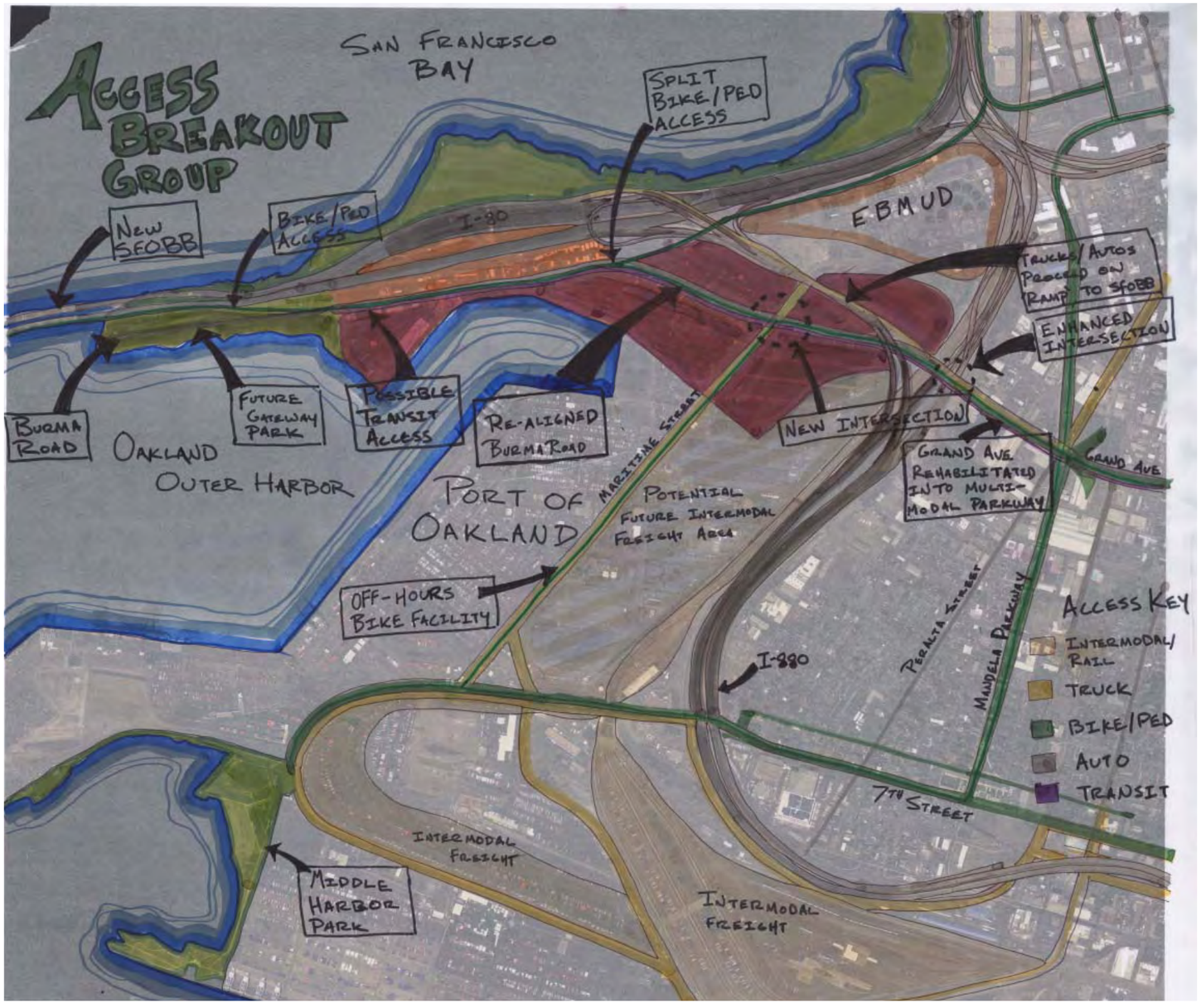
- West Grand Avenue as major access corridor for all modes of transportation
- Investigate realigning West Grand Avenue to connect directly with Burma Road, including intersection improvements between Frontage Road and Maritime Street
- Maritime Street is a main truck corridor, and explore the possibility of making it a bicycle/pedestrian corridor on weekends
- Mandela Parkway – connects West Oakland and Emeryville to the GPA via West Grand Avenue

Multimodal access

- Investigate the feasibility of water-transit service to the park and the Gateway development
- Study compatibility of truck traffic with the GPA development along Maritime Street
- Provide transit service via West Grand Avenue
- Need pedestrian/bicycle access to shoreline and direct pathway to the Bridge
- Provide a new bicycle/pedestrian pathway to West Oakland, including a new pedestrian/bicycle bridge over the railroad and freeway
- Segments II and III bicycle/pedestrian pathways will connect the Bay Bridge and Emeryville via the GPA

Institutional Arrangement/funding

- Port, City, ABAG, Caltrans, and other stakeholders to work together
- Explore different funding sources, including TIF, grants, and developers' contribution



Conclusion

Conclusion

Key Next Steps

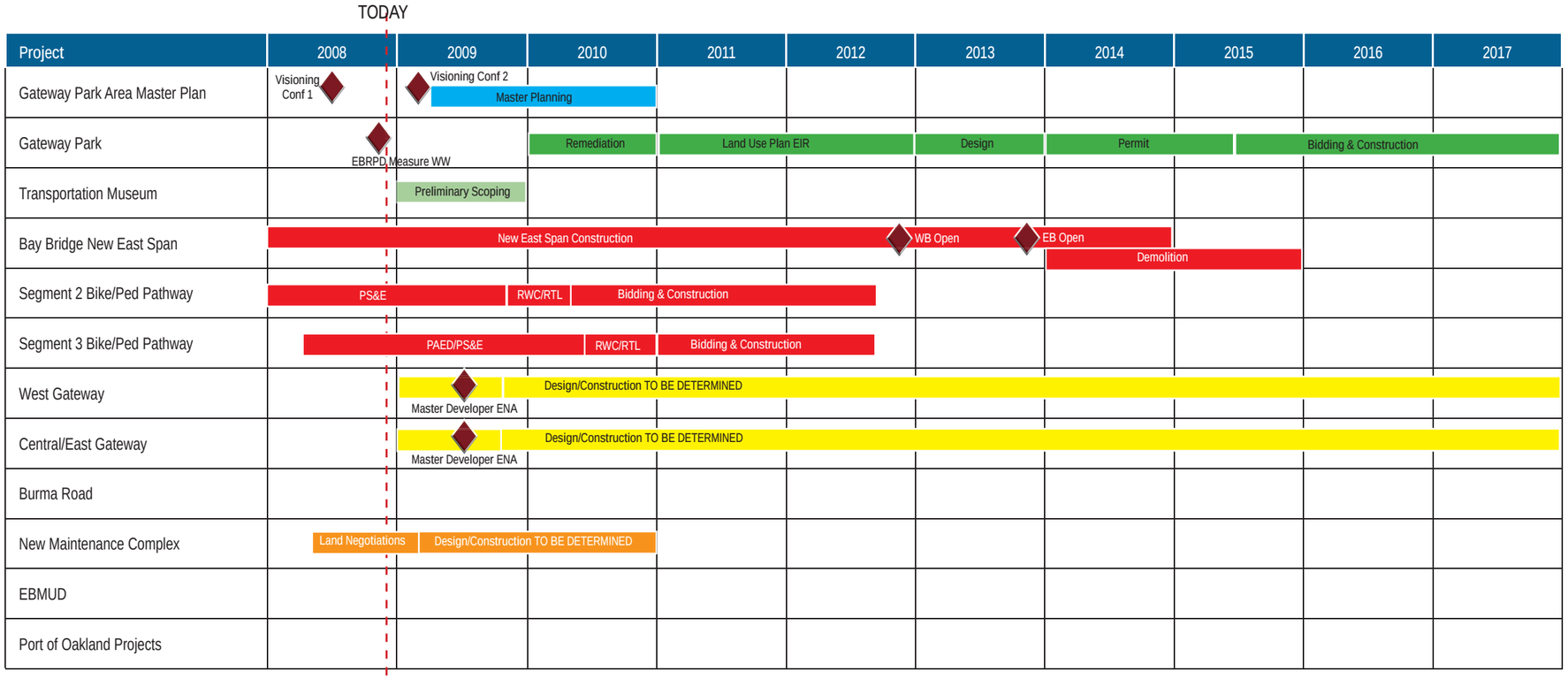
Collectively, the charrette participants envisioned the GPA to be a world-class site with all of the common world-class site features listed below.

- **Vibrant land uses in surrounding areas**
- **Variety of programs/features attracting visitors**
- **Great gathering place**
- **Iconic feature/structure**
- **Views**
- **Ease of access / high visibility**
- **Shoreline access**

The charrette participants agreed with the following short-term action plan.

- The access issues discussed by Park Development and Access & Pedestrian/Bicycle Linkage Groups should be further explored in the Master Plan.
- Working Group will discuss the scope of work for Master Plan in October 2008.
- Caltrans and City of Oakland will continue to engage in land swap negotiations based on an agreement reached in Land Use Relationships Group.
- Working Group will coordinate closely with the City of Oakland:
  - Meetings/presentation with City officials
  - Integrate the concepts discussed at the charette into the Gateway Park Master Development RFP or RFP addendum so that master developer candidates can consider the concepts and provide input in their proposals.
  - Letter to Mayor from TBPOC
  - West Gateway – timing, design guidelines
- Hold Visioning Conference 2 in January 2009
- Working Group and public information officers of stakeholder agencies to develop talking points for media. Public and media outreach strategies will be developed through scope of work development for Master Plan.

Gateway Park Area Project Timelines



Note:RWC/RTL = Right-of-way Control/Ready-to-list

Case Studies

The Gateway Park Area (GPA) has the potential to be transformed into a world-class, vibrant waterfront development. At the July 10 Visioning Conference, leaders, including directors of Caltrans, BATA, CTC and the Mayor of Oakland, discussed leveraging other case studies to illustrate exemplary planning and design components for the GPA.

This document summarizes key aspects from projects around the world that have compelling similarities to the GPA. Analyzing examples of other developments allows identifing characteristics of a successufl site, which compels active use by an array of visitors, serves as a vibrant gathering place for the community, and also serves as a model of conservation, protection and enhancement of the natural environment. This study focused on the following planning components which have precedent in other similar development projects:

1. Access/Connectivity
2. Open Space/Waterfront Development
3. Historic Preservation
4. Museum/Educational Facilities
5. Environment/Sustainability

In summary, by assessing how others have approached planning of such sites, these case studies provide support for the development of a Master Plan. Ultimately, such knowledge will contribute towards the GPA to being developed into a waterfront icon.

From left to right, exemplary projects include the Letterman Digital Arts Center at the Presidio of San Francisco, Treasure Island Development Plan, San Francisco, CA, Seattle's Central Waterfront Development Plan, Alameda Point Development Plan on nearby Alameda Island, and the Boston Seaport Publlic Realm Plan

1. Access/Connectivity

Gateway Park Area Access Diagram

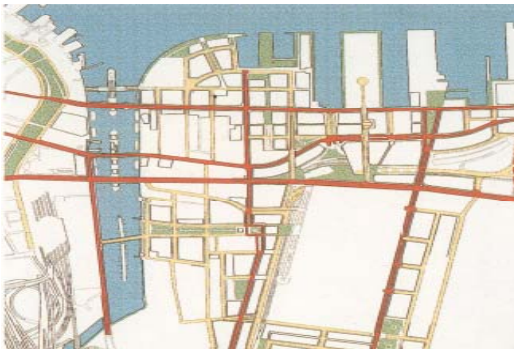
Transit-oriented Development, Hamilton, Ontario, Canada

Public access is one of the central themes and a unifying element for the GPA. Success of the site will depend on the attractiveness of activities available, as well as ease of access. The GPA faces challenges in the most fundamental piece of this puzzle: connection. Access to jobs, parkland and the public waterfront are key components of any development in the GPA. Although at a veritable crossroads, the site is walled in by freeways, bridge ramps, seaport, and rail corridors, rather than connected with them. The 'walls' inhibit access to the site must be surmounted, or more accurately, at least penetrated to allow connection and passage to and from the surrounding West Oakland, and broader Bay Area community.

Taking lessons from other waterfront development plans such as the Boston Searport Public Realm Plan, Treasure Island Development Plan, and the Alameda Point Concept Plan, alternative transportation has become a venerable solution to sites similar to the GPA. These projects, for reasons of physical space, functionality, environmental concern and/or emphasis on pedestrian accessibility, have developed a number of transportation options that improve site access for many different uses. By encouraging alternatives such as public transit, pedestrian and bicycle travel, and parking management, these waterfront developments can be adequately accessed.

Boston Seaport Public Realm Plan – Boston, MA

Similar to the Port of Oakland, the Boston Seaport is an active industrial port with high levels of truck traffic. One of the goals of the Public Realm Plan is enhancing mobility for all users, including the trucks. The plan identifies zones of pedestrian and industrial use, then identifying the paths that would provide optimum mobility of each mode. Connections and proximity to the waterfront for both the public and port were isolated for safety and efficiency, achieving a mutual benefit.



Study of transportation routes and open space for the Boston Seaport Public Realm Plan

Alameda Point Development Concept – Alameda, CA

Alameda Island, like the GPA, sits similarly isolated from the mainland of the East Bay. To connect the development with the surrounding commmunity and Bay Area, the Alameda Point Development Concept encourages good transit service, onto and around the island. This includes planning for a dense, mixed-use, transit-oriented development (TOD) around a ferry terminal, providing ample transit options, and making the streets and neighborhoods bike and pedestrian friendly. By providing necesarry services within an easy walking an bicycling distance, many auto trips can be spared. Thus, the plan will allow less space for parking and more space for open space and development. Compact development designed in conjuction with intermodal transit further relieves the need for automobile use, increases farebox receipts, ease traffic congestion, and reduce air pollution.

Treasure Island Development Concept Plan – San Francisco, CA

Treasure Island, sitting across the East Span of the Bay Bridge, in the middle of San Francisco Bay, is somewhat disconnected from the rest of the Bay Area serviced only by a small roadway adjoining it to Yerba Buena Island and the Bay Bridge.

The planned footprint for development ensures that approximately 90 percent of residences located within a 12-minute walk of the proposed ferry terminal. Additionally, the creation of an intermodal transit hub adjoing the ferry terminal allows a direct connection with bus service, accessing the East Bay and San Francisco's Transbay Terminal. These two provisions, coupled with the bike/pedestrian access on the new East Span will eliminate many auto trips on and off the island, all while still providing access for recreational and residential users alike.

At this isolated site, benefits of creating a high density, compact development are enormous. The plan will allow for a high level of access by giving visitors and residents several options of alternative transit. Centralizing a high-density development could reduce reliance on private automobiles.

Application

Several factors should be addressed in the planning of access to and through a valuable waterfront area in the GPA. These factors include:

- Connection to the pedestrian/bike path to the new bridge
- Separation of recreational, commuter and freight traffic
- Frequent public transit service (ferry, bus, trolley, shuttles)
- Identification/separation of commuter and recreational uses

While access must be provided for service and emergency vehicles, there may be a way to reduce parking needs by providing mass transit options to and within the development area. A good example of such a system can be seen in the shuttle system proposed in the Treasure Island plan. This system connects the neighborhoods, open space destinations, the ferry terminal, and adjoining intermodal hub. When combined with the network of pedestrian and bike facilities, automobile use and demand for parking facilities will be reduced.

Access planning should proceed in step with site planning and design, so as to best connect the activities on the site with the surrounding area, with the most effective transportation options available.

Proposed Alameda Point Tranist Network

Electric Streetcar, New Orleans, LA

Proposed Transit Connections, Treasure Island

Proposed High Density, Transit Oriented Development, Treasure Island

Bicycle Boulevard

Golden Gate Transit Ferry, SF Bay Area

2. Open Space/Waterfront Development

Waterfront Recreation, Eastshore State Park, Berkeley, CA

Active Waterfront Development, Seattle, WA

The Gateway Park Area is situated on one of the most spectacular pieces of land in the region. It is the gateway to Oakland and the East Bay, and enjoys a rich history, waterfront access, and incredible views. Taking into account this setting, the GPA is in an elite company amongst other waterfront developments. Whether the GPA program will include passive uses, such as observation, environmental interpretation, cycling and jogging, or more active uses, such as a museum or entertainment venue. The site calls out for a world-class waterfront program, one that encourages outdoor activity, celebrates the area's history, and provides environmental connection. The following examples illustrate some of the qualities of successfull openspace/waterfront developments.

Waterfront Access, Eastshore State Park, CA

Easthshore State Park – San Francisco Bay Area, CA

The Eastshore State Park runs along the eastern waterfront of the San Francisco Bay. It is largely a passive park, allowing public access to the waterfront by foot or bicycle. The concept for this park inconjunction with efforts to restore ecosystems enfronting the bay.

Sculptural bridge fountian, waterfront promenade, Seto Oohashi Bridge, Japan

Recreation areas within the park were planned in coordination with varying levels of conservation. Uses range from facilities supporting active uses, such as sports fields, and enhanced water access points, to more passive uses, such as off-leash dog zones, environmental interpretive areas, multi-use trails, and picnic facilities. Recreational areas occupy 56 percent of the park, while the rest has been reserved for conservation. Restoration efforts include daylighting and rehabilitation of creeks and estuarine zones, clean-up of harzardous waste, and re-introduction of plant life. Accessible public bayfront is a highly desirable commodity. While providing a high level of ecological conservation, a multitude of recreational opportunites exist in this unique open space.

Seto Oohashi Bridge Memorial Park – Japan

The Seto Oohashi Bridge connects the Japanese mainland and Shikoku Island. Seto Oohashi consists of a series of six bridges spanning over Seto Inner Sea National Park.

The Seto Oohasi Bridge Memorial Park, located at the foot of the bridge, is home to a bridge museum and an art museum, a playground, open space, a promenade, playing fields, water fountains/ponds, a miniature

golf park and theatre. The park is a destination for both local and regional visitors, attracting approximately 120,000 visitors each year.

Interpretive display, waterfront promenade, Akashi Kaikyo Bridge, Japan

Akashi Kaikyo Bridge – Japan

The Akashi Kaikyo Bridge in Japan opened in 1998. The 12,828 foot long suspension bridge spans over the Akashi Strait, linking the Japanese mainland and Awaji Island.

The suspension bridge is a tourist attraction in and of itself, and several observation points (Maiko Marine Promenade) near the lower reaches of the bridge allow for viewing and interpretation. Nearby tourist attractions include the Akashi Kaikyo Bridge Exhibition Center and the Sun Yat-sen Memorial Hall (Ijokaku). These attractions, as well the Maiko Marine Promenade and landscape features, such as a bridge cable interpretive display (see right) draw visitors from around the region.

Treasure Island Development Plan – San Francisco, CA

Coupled with Treasure Island's ambitiously dense development, the plan aims to redevelop the island's open space in a way that is environmentally resorative, active and visually appealing. This was made possible partly by creating high density development. While accomodating some 6,000 residents, it would also leave a half of the island to open space for active uses, such as boat put-ins, a marina, and sports facilities, as well as more passive uses, such as bayfront promenades. Other uses of the extensive open space include an agricultural park, providing cultivable garden's for the island's residents. The plan also includes a facility to treat its storm and grey-water on the island. Not only does the retension of the water helps remove pollutants, but it also allows a unique landscape. Dappled with seaside dunes, bioswale lagoons provide a landscape feature that is both unique, functional and aesthetically pleasing.

Application

With access to the San Francisco Bay waterfront, the GPA has a unique opportunity to create a valuable public space with a variety of uses. In the examples provided in this section, these sites take advantage of the site's natural amenities and integrate human activites into the landscape. As evidenced in the three aforementioned cases, the GPA can activate its waterfront with public use, allowing for a variety of activities designed around interpretation, education and recreation. It can also functionally serve the development while creating a physical and visual connection with the environment.

Below, from left to right. Seto Ohashi Memorial Bridge Park, Japan; Proposed shoreline restoration in Seattle, WA; Waterfront public access/trails, Eastshore State Park, SF Bay Area; Treasure Island waterfront intermodal hub, San Francisco, CA; Treasure Island 'dunes and lagoons' concept, San Francisco, ` CA

3. Historic Preservation

Historic Key System Substation, Gateway Park Area, CA

Officers' Club, Presidio of San Francisco, CA

Historic preservation links a site to the cultural heritage of the community. The history of transportation in the San Francisco Bay Area has deep roots in the Oakland Mole site. Herein lies an opportunity to embrace and celebrate the history of the site, to inform, preserve and provide a venue for education. Exhibits can expose layers of history which may not be readily apparen. The layers of history, in the form of artifacts, buildings and stories, have great value to be acknowledged and celebrated.

The Presidio of San Francisco – San Francisco, CA

In 1989, the Presidio was closed for military use, and planning began for the future use of the former Army Base. In 1996, the Presidio Trust was created to ensure preservation of the site, as well as financial accountability.

The Trust began developing a Master Plan in 2000. Much of the focus has been to ensure that the look and feel of the Presidio would remain intact. Such efforts include the ongoing renovations throughout the park.

Ongoing archeological investigation analyzes the site and educates the public in regard to the park's history. Elementary school students, among others are invited to come and learn from archeologists as they work. One excavation in particular has been left uncovered, so that all visitors to the site can view the ramparts of the original 'El Presidio' (original Spanish military outpost). In addition, efforts continue in development of design guidelines, which will instruct how to proceed with ongoing management and development of the park.

In addition to its mission of historic preservation, the park has a mandate for financial accountability. Redevelopment and lease of properties/buildings within the park help to realize this site. An example of such redevelopment is the Letterman Hospital site. Several new (LEED Gold certified) buildings, built with visual resemblance to the Presidio's historic buildings, compose a campus for Lucasfilms. The development of the Letterman Hospital site includes a long-term lease, subsidizing many other park functions. Through such funding, the Presidio is able to meet its goals as well as maintain its historic fabric.

Below: Historic Montgomery Street Barracks, Archeology Education at Main Post Area, Letterman Digital Arts Center, SF Presidio, CA

The treatment of the Presido under the proposed main post plans has not been without its stumbling blocks. A controversial aspect of a current draft Supplemental EIR includes plans for a contemporary art museum, as well as several historic building demolitions. The public comment period is still open.

Seattle Central Waterfront Concept Plan – Seattle, WA

In Seattle's Central Waterfront Concept Plan, emphasis was placed on two rich local heritages - Native American Tribal and Port Maritime histories. In order to preserve both of these histories, a number of recommendations have been brought forth. The following are the most applicable to the GPA:

Tribal

- Develop an education program, acknowledging historic settlements.
- Provide accessible space for cultural education/events.
- Respect and protect any findings of cultural significance.
- Involve Native community in planning process.

Maritime

- Provide seasonal docking of historic vessels.
- Provide an accessible place for displays of maritime history and space for celebrations of maritime heritage.

Histroric drawing of Seattle's active waterfront, part of a rich Maritime Heritage

The concept plan suggests the establishment of historic districts, which will act as permitting agencies in two of the more dense waterfront districts.

Pike Place Market, part of local Maritime Heritage

Alameda Point Development Concept – Alameda, CA

Preservation of historic structures, as well as the fabric of the neighborhood adjoining the Naval Air Station Alameda have driven planning efforts on this site. The plan seeks to restore historic structures and redelop their neigborhood, while bringing a more dense development and transit service to the site. In public meetings, a combination of historic preservation and redevelopment has proven to be a popular proposal. The proposed development is on hold due to its conflict with the city ordinance, rather than preservation statutes. The amendment to the ordinance is being sought to allow a more economically viable development.

'Big Whites' Historic Housing at Alameda Point

Application

Through conservation of districts, structures and archeological sites, historic preservation allows the past to come alive in exhibits and interpretation. Historic preservation, through its correct application, can infuse the site with historic relevance that will entertain and educate visitors in perpetuity.

The GPA contains several buildings that have historic significance. In particular, Key System Pier Substation, and the Interurban Electric Railway Bridge Yard Shop (IERBYS) Warehouse are listed with the State Historic Preservation Office (SHPO). Adaptive re-use of these structures has the potential to bring new meaning and appreciation to the site.

4. Museum/Educational Facilities

California Academy of Sciences, San Francisco, CA

California State Railroad Museum, Sacramento, CA

Museums and their supporting societies collect and preserve artifacts, explore their history and meaning, and provide a venue to educate visitors. Through active educational opportunities and community participation, these museums become more than just a hall of artifacts; they become an epicenter of human intrigue.

Two local precedents draw upon themes unique to each site to inspire one-of-a kind designs for the museums. Whether it be a formal gesture found in the undulating, living roof of the California Academy of Sciences, or the historic preservation of a neighborhood in the case of the California State Railroad Museum, designers look to site context to drive a design that emerges from the landscape. Designs of the two examples make them landmarks and celebrate their settings and histories.

California Academy of Sciences – San Francisco, CA

The Academy was founded in 1853, with the charge of collecting and investigating unique, exotic specimens. In 1916, following the 1906 earthquake that destroyed much of its previous collection, the museum moved to Golden Gate Park, where in addition to the original North American Hall, the Academy grew to include several unique exhibit spaces, such as the Steinhart Aquarium, and the Morrison Planetarium. The museum, renovated following the 1989 Loma Prieta earthquake, has reopened in an innovatively designed a LEED Platinum building which houses a four story rain forest, a planetarium and a Tyrannosaurus Rex underneath a living roof. In its unique new home, the academy enjoys wild popularity. This popularity is largely due to the captivating exhibits, which bring visitors within arms reach of exotic wildlife, inspiring a new generation of scientists.

The Academy has an extensive private collection of specimens from many disciplines ranging from large living vertebrates to rare insects. The living roof, while a functioning habitat, also serves as a visual commitment to sustainability that the museum avows as one of its core fundamentals.

California State Railroad Museum – Sacramento, CA

The California State Railroad Museum (CSRM) is a campus of historic facilities, located in Old Town Sacramento. Its restored cars and life-like historic exhibits draw nearly 500,000 visitors per year.

An historic 'turntable' affronting the main gallery helps ground the museum within its historic setting. The CSRM includes a whole neighborhood of functioning restored buildings dating to the 1860's, as well as an adapted railroad spur that provides scenic rides overlooking the Sacramento River from the nearby levee.

The museum and adjoining outdoor facilities showcase some of the 30 locomotives and cars donated by the California Railway and Locomotive Historical Society. Exhibits depict California's history as it developed in concert with the railroad, including the transcontinental railroad, and the grueling construction process of tunneling and bridging through the Sierra Nevada Mountains. The musuem's vast collection also allows visitors to learn how train technology has changed over time.

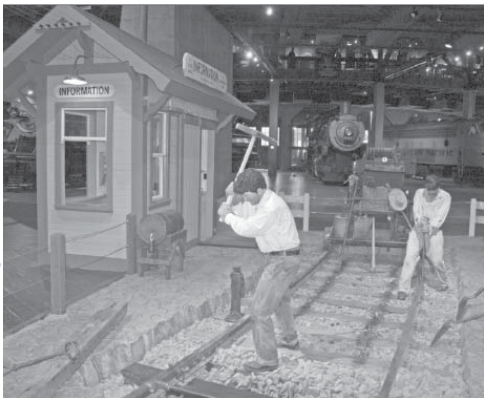
The CSRM Foundation raises funds to assist State Parks in fulfilling the Museum and Railtown's mission of education and preservation.

One of many exotic attractions at the California Academy of Sciences, San Francisco, CA

Application

The Academy's history of scientific inquiry remains its keystone, and the investigation and preservation of the the planet has a contagious effect. Similarly, the Railroad Museum's mission of preservation and historic exhibition inspires in young and old an appreciation and interest in technology and transportation.

- Enthusiasm, cultivated by the discoveries of museum historians and scientists, is a catalyst for interest in new frontiers of science.
- A cooperative display at the Oakland Musuem of California has been preliminarily discussed. Historic resources from the Oakland Museum of California, as well as theCalifornia Academy of Sciences and CSRM may also enrich an eventual museum at the GPA.
- Historic train rides along waterfront, like ones offered at the CSRM, are a popular attraction. This may be an intersting possibility for linking historic buildings on the site.



Life-like exhibits invite visitors to become a part of history at the California State Railroad Museum, Sacramento, CA

In the context of the GPA, developing exhibits that showcase the new bridge's technological wonders artifacts and exhibits chronicling the history of the current East Span will address impacts on historic and environmental resources from the construcion of the new Bay Bridge East Span. Historically a hub for both maritime and land transportation, the GPA waits to be brought back to life. Programming a museum into a future development will benefit from the site's setting, as well as the potential for adaptive reuse of the historic structures. Through exhibits, interpretations, and public art, visitors may explore the geography, the technology, the stories, and the continued development of transportation, as they relate to life in the Bay Area and the American West.

Restored cars and locomotives are part of the rich collection of artifacts at the California State Railroad Museum, Sacramento, CA

Historic IERBYS Building could be utilized as an exhibit space for museum program.

5. Environment/Sustainability

Treasure Island Development Plan, San Francisco, CA

Wind farm, CA

Environmental issues will likely influence decisions made in the place-making process. Some of these issues, include the presence of hazardous materials, visual quality, noise, environmental justice, and biological concerns.

Additionally, a guiding principle discussed at the Visioning Conference called for optimal sustainability. Beyond standard environmental work, this engages conservation issues proactively, seeking not only ro diminish impacts as in traditional analyses, but also considering factors, such as energy and material use. The United States Green Building Council's (USGBC) LEED certification allows projects to be rated through such a lense. Whether it be efficient water use or renewable energy, projects are awarded points for reducing their potential environmental impacts. For the GPA, the LEED system for Neighborhood Design (LEED ND), in addition the certification for new individual buildings (LEED NC) can be a tool for creating guidelines, and to set standards for site development.

Planning Context

The City of Oakland Community Economic Development Agency (CEDA) directs the Gateway Development Area to follow the concept of the 'The Triple Bottom' line with focus on balancing the economic, environmental, and social equity issues.

More specificaly, in the Request for Proposals to the pre-selected developers of the Gateway Development Area (GDA), pursuant to a sustainable and contextually integrated development, were required to meet the energy efficiency levels 20 percent better than Title 24 (California's Energy Code), and achieve the USGBC's LEED Silver Certification for buildings, with extra consideration given to projects considering the LEED ND. Additional weight would also be given for adherence to other environmental standards, such as Alameda County Waste Management Authority's Bay Friendly Landscape.

LEED At-a-Glance

- LEED NC is composed of a rating system referring mostly to sustainable building design strategies. Categories for demonstrating performance include land use, energy, environmental quality, and material choice.
- LEED ND is composed of a similar rating system, but refers more to neighborhood planning. This can supplement LEED NC design. Categories for demonstrating performance include land conservation, community connection, neighborhood pattern and design, and green technology and construction.

Alameda Point Development Concept – Alameda, CA

Attempting to achieve a high bar of sustainability, the Alameda Point Development Concept suggests the following strategies:

- Achieving carbon neutrality
  - Development to be centered around transit
  - Reducing energy demand through passive heating and cooling, daylighting and building orientation
  - Use of alternative energy sources, such as wind, solar photovoltaics, geothermal, concentrated solar plant, and solar thermal collectors
- Preserving water resources
  - Use of efficient fixtures, rainwater harvesting, as well as use of greywater
- Using sustainable materials and minimizing waste
  - Segregation of different types of waste, including dry recyclables, compost, and non-recyclable materials before they are removed from the island
- Enhancing biodiversity
  - Preserving an open space and habitat

Treasure Island Development Plan – San Francisco, CA

In the Treasure Island Development Plan, an early attention to innovative strategies allowed a high level of integration between design and sustainability efforts. For example, treatment of greywater, necessary in reducing pollutants flowing into the bay, became a recreational, as well as functional feature in the form of a water-filtering bioswale. A combination of land-use and transportation planning proceeded in step would create a dense, walkable transit-oriented development centered around the proposed ferry terminal. For each sustainable design category, the plan identified a potential strategy for achieving a benchmark, that matched up directly with a LEED criteria, or other sustainability metric. Such considerations were actually placed in a flow chart, allowing the planners and designers to navigate from guiding principles through an evaluation of effect, and smoothly into LEED certification. More than any one design feature, the processes of early integration of disciplines and aligning goals with results provided a collaborative and effective planning and design process.

Application

In approching sustainable design, it is appropriate to first identify the challenges and opportunities available on the site. This can be used to help influence acceptable program and design principles. Once established, strategies to achieve each principle can be evaluated in the context of site conditions, in the pursuit of finding a solution on site. Once this evaluation has taken place, the solutions can be adapted to the LEED system to carry through to design.

Within the context of the GPA master planning, the sustainability evaluation process of the City's GDA will proceed in close step with the development of plans for the adjacent sites, allowing for a contiguous user experience and efficiencies in enviornmental conservation gained from colaborative planning.

Gateway Park Area Design Principles

The following design principles are proposed for the Gateway Park Area.

Access

- The waterfront should be accessible, welcoming, and usable to Bay Area residents and tourists, including those with disabilities
- Access should be multi-modal with an emphasis given to pedestrians and bicycles.
- Pedestrian and bicyclists should be provided with a variety of pathways through the Gateway Park Area, separating the two uses where possible.
- Access to the north shore should be improved.
- There should be visual access to the waterfront.

Density

- Higher density development (i.e., a floor-area ratio of at least 0.5) is preferred.
- Development should be concentrated into nodes to maintain open space.

Design

- The urban design should be contextual and take into account the existing wetlands, the area's cultural history, the proximity of a working port, and the location's high visibility and importance as a point of entry to the East Bay.
- Quality building materials should be used, including wood from the deconstructed warehouses if possible.
- The architecture should be distinctive and innovative throughout the Gateway Park Area.
- Landscaping should be coordinated with the new Gateway Park.
- All property owners in the target area should coordinate their planning efforts to achieve a unified, seamless experience for visitors and users of the open space.
- New development should include active pedestrian uses on the ground level to help activate the park and ensure public safety in the area.

Environment/Sustainability

- Property owners should coordinate the use of shared parking where possible.
- Landscape and buildings should follow "green" design principles (e.g., use recycled materials, respect environmental conditions, require minimal energy consumption, generate energy if feasible.).

Land Use

- Gateway development around the park should be compatible with park uses.

ITEM 6: OTHER BUSINESS

a. 2009 Issues

TOLL BRIDGE PROGRAM OVERSIGHT COMMITTEE

CALTRANS · BAY AREA TOLL AUTHORITY · CALIFORNIA TRANSPORTATION COMMISSION

Memorandum

TO: Toll Bridge Program Oversight Committee (TBPOC) **DATE:** December 16, 2008

FR: Stephen Maller, Deputy Director, California Transportation Commission

RE: Agenda No. - 6a

Item- Other Business
2009 Issues

Recommendation:
For Information Only

Cost:
N/A

Schedule Impacts:
N/A

Discussion:
John Barna requests a TBPOC discussion of the following 2009 Issues:

- Schedule
- Partnering
- Cable

Attachment(s):
N/A